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EVERY FACT, EVERY FIGURE

JAG XE ROAD TEST

They've done it Jaguar matches the Germans at their own game

New Alfa Giulia

It makes rivals look boring (they say)



ALSO INSIDE
**New Audi A4
revealed**



EXCLUSIVE PICS



Fastest Lotus yet

As quick as McLaren's P1 to 60mph

OFFICIAL DETAILS



New Mini Clubman

Supersized Mini to fight VW Golf

1505BHP MEGA-TEST



Merc C63 vs rivals

Super-saloons tested at 150mph



Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4(7.9) – 52.3(5.4), Combined 35.3(8.0) – 134.5(2.1).



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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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COVER STORY

Super-saloons slug it out: Mercedes-AMG C63 S vs BMW M3 and Vauxhall VXR8 GTS



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BMW M6 Competition Package driven



COVER STORY



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Alfa Romeo Giulia revealed: full details



'Be in no doubt: the Jaguar XE is the most pleasing car in the class to drive'

Nic Cackett, p56

COVER STORY



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OUR CARS



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COVER STORY



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Lotus 3-Eleven: 450bhp V6 for hardcore road and track car

GO 3NJOY

THE NEW MG6



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NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECH TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

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THIS WEEK'S TOP FIVE

GALLERY

Glorious Goodwood

Recap of the best from the Festival of Speed



BLOG

Mark Tisshaw

New Giulia signals
Alfa's comeback intent



MOTORSPORT

British Grand Prix

Why we can't wait for
the Silverstone race



FIRST DRIVE

Subaru Levorg

Odd name, but is the
sports tourer any good?



ROAD TEST

Audi RS3 Sportback

Red-hot hatch packs
a tremendous punch



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Jaguar's new XE has
prompted a keen
response from rivals

Stiff competition for the 3 Series' crown

THE TEMPERATURE IS rising in the compact executive saloon class. Leaping paws first into this German-dominated category has proven to be a bold and aggressive strategy for Jaguar. It could be a successful one, too, if our glowing road test verdict of the XE (see p56) translates into showroom sales in the coming months.

The established class giants haven't been slow to react to this new threat, and it's a massive compliment to Jaguar that BMW and Audi are pulling out all the stops to fend off the XE.

The retorts are coming thick and fast. In May we reported on the tweaks that BMW is making to its 3 Series to maintain its position as the class leader.

This week we have full details on the next-generation Audi A4 (p18) and the new Alfa Romeo Giulia (p12), two vital cars for their makers for very different reasons. The A4 needs to stay on terms with the growing swathe of top-line competitors and the Giulia has to be a king hit like never before.

Include the Mercedes-Benz C-Class and there's a sizeable scrap for supremacy brewing – one in which the car buyer will be the true victor.



MATT BURT HEAD OF CONTENT

matt.burt@haymarket.com

@Matt_Burt_



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Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – for comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door 5 door hatchback including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage



83.0 (3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO₂ Emissions 169 – 94g/km. These official EU test figures are to be used as a guide hatchback at £19,325 OTR including Sleek Silver metallic paint at £530 and £1,500 customer saving. *On the road price of £12,995 applies to New i30 S 1.4 100PS Blue Drive manual. Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

THIS WEEK

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Alfa relaunch starts with

■ New rear-drive Giulia launched ■ Flagship QV model is 503bhp BMW M3 rival ■ 0-62mph

This is the new Alfa Romeo Giulia. The car will spearhead Alfa's rebirth as a maker of lightweight, high-tech and sporty rear-wheel-drive enthusiasts' cars.

A rival to the likes of the BMW 3 Series and Jaguar XE, the Giulia is the first of eight new Alfas planned over the next three years as part of a €5 billion investment in the 105-year-old Alfa brand (see separate story, opposite).

By the end of 2018, Alfa wants to be selling 400,000 cars a year, a sixfold increase on last year's sales. A full relaunch in North America forms part of this Alfa reboot under owner Fiat Chrysler

Automobiles (FCA). The boss of FCA, Sergio Marchionne, said this was possible only because of FCA's investment potential and global distribution network. He called this dramatic relaunch "the only opportunity" for Alfa Romeo to prosper.

The first Giulias could be with customers by the end of the year. It was revealed at a special event at Alfa's refurbished Arese headquarters on the outskirts of Milan in range-topping Quadrifoglio Verde guise.

This flagship model is powered by a new Ferrari-developed aluminium twin-turbo 3.0-litre V6 engine

with 503bhp, which instantly gives Alfa a full-blooded BMW M3 rival.

The rest of the Giulia's engine range, including an all-new turbocharged four-cylinder petrol engine, will be confirmed ahead of the car's public debut at the Frankfurt motor show in September.

Alfa plans to sell the new models on their driving purity, character, emotional appeal and style under the new tagline 'la meccanica delle emozioni', which translates as 'the mechanics of emotion'.

Each will be built to meet five specific criteria: innovative engines, 50/50 weight distribution, advanced

technical solutions, best-in-class power-to-weight ratios and distinctive Italian design.

Alfa boss Harald Wester said none of its rivals was able to make cars as striking, driver-focused and emotional as Alfa intends to, because of the history and strength of the brand. Indeed, at the Arese unveiling, he said premium cars today were "boring" and lacked

soul. He has also been quoted recently as saying German premium models, in particular, are "cold and clinical".

There was also an admission that Alfa's recent models have not "respected" the brand's past and its values, so it "all needed to be rebuilt from the ground up". He said: "This is a complete renaissance for Alfa."

The new Alfas have been

It's powered by a new Ferrari-developed twin-turbo 3.0-litre V6

Weight distribution is 50/50 as part of a bid to woo enthusiasts



M3 rival

in 3.9sec ■ First deliveries this year

developed in secret over the past two years at a new dedicated facility away from the main FCA group and any internal pressures about conceptual barriers. Wester said the hand-picked 600 or so staff at the facility, which is understood to be based near Ferrari and Maserati in Modena, Italy, were simply told to "respect the brand, innovate and be revolutionary" in making the next generation of Alfas.

"These are car enthusiasts making cars for car enthusiasts," he said. "In the long run, loving cars makes a difference."

The Giulia, like all the forthcoming Alfas, is built

around a rear-wheel drive architecture (all-wheel drive will be optional in most markets). It's understood to be loosely derived from that of the Maserati Ghibli and has claimed best-in-class torsional rigidity. Making the new models rear-wheel drive was the first decision the skunkworks team took, according to the head of the division, Philippe Krief. The Giulia project can be traced as far back as 2009 in various guises, though.

Few hard numbers have been confirmed by Alfa so far. Marchionne said reeling off too many stats would make the car seem "cold". However, the firm has revealed some of the →

Eight new Alfas in the next three years

THE GIULIA will be the first of eight new Alfas to arrive in the next three years. The company hasn't yet confirmed the other models, but a slide during the Milan presentation showed in which segments they will sit.

The saloon will be joined by another Giulia bodystyle, most likely a coupé, and in time a larger saloon to rival the BMW 5 Series.

Two Alfa SUVs are also planned – one potentially a version of the Maserati Levante that is due to be launched next year, and another, smaller model derived from the Levante.

The next-generation Giulietta range will also include hatchback and saloon versions. The Giulietta will switch to rear drive on shortened Giulia underpinnings – a move hinted at by Sergio

Marchionne earlier this year when he said: "Whether the Giulietta stays as front-wheel drive is a question to be seen. It may not."

The eighth model will be a new 'speciality' offering in the vein of the 4C. The 4C coupé and Spider will carry on in this period, although there will be no Mito replacement before 2018.

Marchionne said in March that the Mito would not switch to rear drive. "The brand needs a point of entry for younger buyers. I like the Mito. Front and rear-wheel drive can co-exist."

A closer relationship with fellow FCA brand Jeep also seems more likely, creating a kind of Italian Jaguar Land Rover for Alfa Romeo-Jeep.



← car's mechanical make-up.

The suspension is all new and constructed from aluminium, with electronically controlled adaptive dampers. The front suspension is a double wishbone set-up that includes a new 'semi-virtual steering axis' designed to improve steering accuracy, keeping the car stable at high speeds and allowing precise steering feel even under hard cornering. Unlike the 4C sports car, the Giulia will get a power steering system, which, Krief claimed, would have "the most direct ratio on the market".

The rear suspension was the first component of the Giulia to be designed. It is a new multi-link system that Alfa calls 'Alfalink' and it allows for independent control of the wheels from the body. Krief described it as "beautiful, simple and functional".

The best-in-class power-to-weight ratio is said by Alfa to be around 3kg per horsepower, so the Giulia should weigh in at about 1500kg in Quadrifoglio Verde form. For comparison, the M3 weighs 1580kg.

The Giulia makes extensive use of lightweight materials such as aluminium, carbonfibre and aluminium/plastic composite. Aluminium is used to construct the suspension, doors, wings, subframes and brake calipers. Carbonfibre is used for the bonnet, roof, propshaft and front seat structures. Composites are used for the rear cross-member. Further weight reduction comes from the use of carbon-ceramic brakes on the Quadrifoglio Verde model.

The location of the lighter materials has helped Alfa hit its 50/50 weight distribution target, with major components located between the axles and the lightest materials used at either end of the car.

The Quadrifoglio Verde's twin-turbo 3.0-litre V6 engine is also a lightweight unit. It features cylinder deactivation and can, said Alfa, be "surprisingly fuel efficient" while still offering "fun and identity". Krief added that the Ferrari-developed unit offered "fantastic torque all through the rev range and no turbo lag

in any gear". A 0-62mph time of 3.9sec has been quoted for this model, which is hooked up to a six-speed manual gearbox as standard.

The Ferrari link to the engine could prove to be significant in the future as the rumoured base powerplant in the new Ferrari Dino model, which is understood to be in development for a 2018 launch.

Alfa has yet to officially confirm any other launch engines for the Giulia. However, the new V6 will be one of two engines built at a new €500 million Termoli facility in Italy that has an annual capacity of 200,000 units. The other is set to be an "advanced, high-output four-cylinder engine developed for Alfa Romeo". It is expected to be the next-generation replacement for the highly regarded 1750 TBI engine used in the 4C. It could produce up to 300bhp in its highest state of tune.

Previous indications from Alfa have pointed towards an engine range that will also include four-cylinder and six-cylinder diesel engines.

Krief said the Giulia would do without "invasive" electronic systems that inhibited the dynamic character of the car. Nor will there be any autonomous driving features, Wester has previously revealed, because this



It has sporting wheels, low-profile tyres and carbon-ceramic discs

would not be in tune with the brand's character.

However, the Giulia will feature a torque vectoring system in the rear differential to split torque independently between the rear wheels. It will also have a new Integrated Brake System that combines stability control with the servo brake for, Alfa claims, improved feel, responses and reduced braking distances.

An 'active aero splitter' at the front forms part of the Giulia's aerodynamic package, and the system, like the other electronics, is controlled by a Chassis Domain Control electronic 'brain', with the aim of ensuring driving pleasure and performance for the driver.

On the Giulia's looks, Alfa design boss Lorenzo Ramacotti said the car was "not over-styled, which is very easy to do today. It can be defined with

just three strokes. Form and function doesn't mean it's cold. It's an Alfa, an object of desire that you experience, not an ornament to look at."

The new Alfa has a wheelbase that's claimed to be the longest in its class, but within an overall body that's one of the shortest. Rear cabin space is said to be impressive, although there's no word on boot capacity.

The Giulia's cabin is built around the driver and features materials such as leather, wood, fabric and carbonfibre. There are only two main control interfaces inside, both rotary knobs rather than buttons or touchscreens. One is for a new infotainment suite, and the other is a DNA driving mode select system, which has been revised for the Giulia to include a new race mode.

MARK TISSHAW

Alfa's new Giulia should weigh in at about 1500kg in Quadrifoglio Verde form

Giulia's wheelbase is claimed by Alfa to be the longest in its class



Quadrifoglio Verde's front end has an active aero splitter



MARK TISSHAW

Alfa says it has learnt from past mistakes

EARLIER THIS YEAR, Alfa boss Harald Wester admitted the brand had "over-promised and under-delivered" in the past.

He said Alfas must once again "put the driver at the centre, provide an exceptional driving experience while being inclusive and egalitarian, and display authentic heritage".

Wester also said: "These are not cars to be driven, but to drive. We want owners to feel that they're an integral and indispensable part of the machine. The dynamic element is an important portion of what we do."

Wester has no illusions

about the challenge. "We're living in a world of fierce competition," he said. "Every car must be significantly better than the target competitors."

He added: "But the worst strategy is to position against another product. It's about finding out what the customers want."

Alfa acknowledged that striking past models such as Brera, 159 and Spider had "missed the historical DNA of the brand". The company said the 4C marked the start of a return to this process and is "the perfect embodiment of the brand's DNA".





New 3-Eleven signals Lotus

Focused 450bhp road racer marks the start of a new era of Lotus sports cars; first deliveries next April

Lotus is launching its promised new generation of sports cars with the fastest and most expensive model it has built, the 450bhp, sub-900kg 3-Eleven. The car, revealed at last week's Goodwood Festival of Speed, is the brainchild of its new CEO, Jean-Marc Gales. The car will come in two versions – Road and Race – costing between £82,000 and £115,200, depending on specification.

Gales called the 3-Eleven “an uncompromised manifestation of the Lotus idiom” that delivers “legendary handling and blistering speed”. In Race form, it recently lapped Lotus's Hethel circuit in 1min 22sec, fully 10 seconds faster than the next-quickest Lotus. Straight-line performance is just as electrifying. The Race version can cover 0-60mph in less than 3.0sec, pitching it straight into McLaren P1 and LaFerrari territory.

Flat out, the 3-Eleven can top 174mph in Race trim, and the Road model, with slightly taller gearing, can do 180mph. Lotus intends to record a Nürburgring lap time soon; Gales is confident the 3-Eleven will be “not far away” from the sub-seven-minute time posted by the Porsche 918 Spyder.

“The 3-Eleven condenses our engineering know-how into a hardcore package that won't suit everyone,” said Gales. “But it is a perfect demonstration of the concept crucial to all future Lotus cars.”

ENGINE: 450BHP V6

The engine is an uprated version of Lotus's mid-mounted 3.5-litre Toyota-sourced V6, with the supercharger, integrated charge cooler and engine management electronics designed at Hethel. Power is 450bhp at 7000rpm and maximum torque is 332lb ft

at 3500rpm. The road-going 3-Eleven gets a conventional six-speed H-pattern gearbox (with racing clutch) and the Race version has an Xtrac sequential six-speed paddle-shift 'box. Both have Torsen-type limited-slip differentials.

CHASSIS/BODY

The car has a bonded and riveted aluminium monocoque tub reminiscent of other Lotus models' chassis but “massively strengthened” for this new application. The Road model's rollcage incorporates extra side impact bars, and the Race cage has additional bars to meet FIA international race regulations.

The 3-Eleven's dramatic silhouette is formed from a new composite material that is 40% lighter than standard glassfibre, its first application in a production car. Designed in-house at Lotus, the car has all the cooling scoops and exit vents a powerful car needs

while keeping aerodynamic drag and frontal area low. The car's profile is dominated by an “aerodynamically significant” rollover bar cover and there are different front splitter and rear spoiler designs for Road and Race models. In Race trim, the aero package delivers about 215kg of downforce at 150mph.

The cockpit treatment is minimalistic. There's an aero screen, the instrument pack is designed around a single TFT screen, and the driver's seat is a lightweight Lotus-designed bucket. A quick-release steering wheel and four-point harness are both standard. Road car owners have the option of fitting a passenger's seat or a tonneau panel to cover that side of the cabin.

SUSPENSION

Both the Race and Road models get all-independent suspension with lightweight coil-sprung double wishbones,

special Ohlins dampers and adjustable front anti-roll bars. Both models ride on lightweight forged alloy wheels (18in front, 19in rear) and wear either Michelin Pilot Super Sport tyres (Road) or Michelin Cup 2s (Race). Both also get two-piece cross-drilled and ventilated disc brakes with AP Racing four-piston calipers.

MANUFACTURING

Anticipating strong worldwide demand for the 3-Eleven and the recently announced Evora 400, Lotus is splitting its Hethel production onto two lines, Evora and The Rest, and ramping up production to 70 cars a week by September from the current 45. The company expects to take about two years to build the planned batch of 311 3-Elevens, selling them both through dealers and from its Racing department. Deliveries will begin next April.

STEVE CROPLEY



fightback



Aero pack gives the Race version 215kg of downforce at 150mph



TFT screen houses instruments; wheel is detachable; Race version gets paddles for sequential gearbox

Meet the ancestors

LOTUS'S NEW 3-ELEVEN picks up a race-car-for-the-road tradition established by founder Colin Chapman as long ago as 1956 with the original, ultra-lightweight Lotus Eleven, which had a super-aerodynamic aluminium body over a steel spaceframe chassis. It was sold as a road car, but on the track it perfectly embodied Colin Chapman's 'just add lightness' philosophy with a kerb weight of just over 400kg when powered by an



1100cc Climax engine, and it scored impressive class wins at places like Le Mans and Sebring.

Half a century later, in 2007, Lotus launched the doorless, open-cockpit 2-Eleven, employing much the same philosophy, with Elise running gear as its basis. The car was nominally available with a tuned version of the Elise's 1.8-litre Toyota-derived four-cylinder engine, but most buyers opted for the 252bhp version, with supercharging engineered at Hethel, which delivered a 0-60mph time of well under 4.0sec plus a 150mph top speed.

However, today's 3-Eleven, with 20% more weight but 80% more power, promotes the car to a new class.



Lotus's 2-Eleven (above) followed the same basic principles set by the original Eleven (left) of 1956



'Formal' look for new A4

New Audi compact executive saloon is lighter, roomier and classier than before; on sale in November

Audi has lifted the wraps off its fifth-generation A4 ahead of a planned public premiere at the Frankfurt motor show in September.

The A4's evolutionary new look is intended to make it appear more formal than its main rivals, the BMW 3 Series and Mercedes-Benz C-Class, in line with feedback from customers in China, Germany and the US.

Despite looking much like a revised version of the outgoing A4, every panel is new. Greater attention to aerodynamics, including a largely flat undertray and detailed shaping at the rear, has resulted in a class-leading drag coefficient of 0.23 for the saloon.

The new A4 saloon is 25mm longer, 16mm wider and the same height as its predecessor, making it 41mm longer, 32mm

wider and 13mm lower than the C-Class. Despite the bump in size, Audi claims the A4's weight has been reduced by up to 120kg through the adoption of hot-formed high-strength steel in the body structure and aluminium for various panels.

Inside, Audi claims an extra 24mm of front head room and 11mm more shoulder room. A stretch in wheelbase also gives 23mm more rear leg room.

In the Avant, boot space is up by 15 litres to 505 litres, growing to 1510 litres with the rear seats folded.

Options include a 12.3in digital instrument panel, an 8.3in monitor, inductive mobile phone charging, a Bang & Olufsen sound system, tablet-based rear seat entertainment and the latest version of Audi's Multi Media Interface system with internet connection.

The new A4 will be launched with three turbocharged four-cylinder petrol, two four-cylinder diesel and two V6 diesel engines. They are claimed to provide power increases of up to 25% and economy gains of up to 21% over the engines they succeed.

A new 148bhp 1.4-litre petrol unit provides the saloon with a 0-62mph time of 8.9sec, a 131mph top speed, combined fuel economy of 57.7mpg and CO₂ emissions of 114g/km in combination with an optional dual-clutch automatic gearbox.

Among the diesels is Audi's familiar 2.0-litre four-cylinder unit. Updated with an AdBlue exhaust injection system, it initially comes with either 148bhp or 187bhp. The former provides a 0-62mph time of 8.6sec, a 136mph top speed, combined economy of

74.3mpg and CO₂ emissions of 99g/km. The latter offers a 7.7sec 0-62mph time, 147mph, 68.9mpg and 107g/km.

The A4 2.0 TDI will also be available as an Ultra model with styling tweaks, a revised gearbox, lower suspension and low-resistance tyres. It is said to return 76.4mpg and 95g/km in saloon form.

Rounding out the launch line-up is a 3.0-litre V6 diesel. It comes in two states of tune, developing either 218bhp or 272bhp, with figures suggesting that the former will return 67.3mpg and 110g/km.

Front-wheel drive is standard on all models save for the initial range-topping A4 3.0 TDI. Four-wheel drive is optional on the 248bhp A4 2.0 TFSI and the 187bhp A4 2.0 TDI.

Gearbox choices include a newly developed six-speed

manual, which is 16kg lighter than before, and a revised version of the seven-speed S tronic dual-clutch automatic. The more powerful 3.0 V6 engine receives an eight-speed automatic as standard.

A new suspension system uses a five-link arrangement front and rear. The front suspension is made predominantly out of aluminium, saving 8kg, while the new rear set-up saves a further 5kg. The steering is a new speed-sensitive electro-mechanical system.

In a bid to broaden the A4's dynamic appeal, buyers can choose adaptive dampers with the choice of Comfort and Sport modes and a variable-ratio steering system.

The new A4 will go on sale in the UK from November.

GREG KABLE

OFFICIAL PICTURES



The new A4's bodywork has been shaped to achieve a claimed class-leading drag coefficient figure



Roomier cabin features options such as a 12.3in digital instrument panel and inductive phone charging



HILTON HOLLOWAY

Audi's build quality blitz

SEEING A new car for the first time in a studio inevitably flatters it. But even so, the new A4's superb construction, design and build quality is barely exaggerated.

Audi wants its new design language to reflect the technical content of its cars. It is 'Vorsprung durch Technik' expressed in pressed steel and paint.

While Audi has long been king of fit and finish, it traditionally lost out in terms of handling and ride. But as its dynamics have improved, consumer trends have moved to the firm's advantage, and premium buyers today are likely to be more interested in design



and quality of execution than handling finesse.

Seamlessly constructed high-end consumer durables have raised the bar for premium car makers, but Audi is well placed to rise to the occasion after more than 20 years of gaining experience of body design, materials and finishes.

The A4's interior is a masterclass in subtle, high-quality design, fine detailing and tight construction. The new A4 is a visual treat that shouts – or perhaps whispers – quality.



The A4 Avant's boot grows by 15 litres to 505 litres, rising to 1510 litres with the rear seats folded

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You're all packed, the tank is full and you're ready for some fun in the European sun. Now you just need to get out of the UK. If you're travelling by ferry or via the Channel Tunnel, you'll need to provide Advanced Passenger Information to avoid long check-in procedures. Passport details and information for every passenger is required – check your operator for more details.

Before setting off, check the rules of the road for where you're heading. For example,

in France you must carry a self-test breathalyser, and it's compulsory to carry a warning triangle and a reflective jacket or waistcoat in several countries. For just £30 you can get yourself a Ring Euro Travel Kit from Tesco, which has everything you need, including a warning triangle, high-vis jackets, first-aid kit, GB sticker, breathalyser tests, universal bulb kit and more.

The main adjustment to make is driving on the right. It doesn't take long to get used to it – we promise – but remind yourself every time

you're at a junction. It's also worth changing the beam on your headlights in order to avoid dazzling oncoming traffic (there's a beam converter kit in Tesco's Ring Euro Travel Kit).

Speed limits vary but, in built-up areas, Spain, France, Germany, Portugal and Italy are 50kph (31mph). Motorways range from 120kph (75mph) in Spain to 130kph in France. Many German autobahns still don't have limits, but some cap speeds between 110kph and 130kph – so keep an eye out. And enjoy your trip!

Keeping the kids entertained



1

Travel games

Tesco sells a wide range of travel-sized games – just like the ones you played when you were their age!



2

Tablets and smartphones

You might be fed up with hearing That Song from That Film for the billionth time, but your kids aren't. Let them have it.



3

Food

Stock up on snacks. Nothing keeps a child occupied like a supply of foody goodness... just keep them away from the sugar.

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PICTURES

Clubman is biggest Mini yet

All-new estate adopts conventional door layout to offer improved practicality

Mini has reinvented its Clubman estate as a larger and roomier model in an effort to provide it with a broader appeal against its premium hatchback rivals.

The new version forgoes the layout of its predecessor, which used a single rear-hinged right-hand-side rear door, in favour of four front-hinged doors, with those at the rear extending well back over the wheel arches for added ease of entry. The new design is aimed at providing increased interior space and luggage capacity.

The exterior draws heavily on the latest hatch, with a large single-frame grille, oval headlights with LED graphics and a heavily rounded bonnet. Inside, the car retains the large central circular display, but the design is more cohesive.

At 4253mm, the Clubman is 293mm longer than its predecessor. Width and height are also up by 115mm and 16mm respectively at 1800mm and 1441mm, making this the largest of the existing Minis, including the Countryman.

Despite the adoption of hot-formed high-strength steel within its structure, the larger dimensions bring an increase of 155kg in kerb weight in Cooper Clubman guise to 1300kg.

The more functional nature

of the new Mini is reflected in its boot. As with the old Clubman, the rear eschews a conventional tailgate for a pair of barn-style doors. The space has grown by 100 litres to 360 litres – 150 litres more than the hatch and 10 litres more than the Countryman. With the split-folding rear seats dropped, this space increases to 1250 litres.

The initial engine line-up includes the two turbocharged petrol engines and single turbodiesel that the hatchback was launched with last year.

The Cooper Clubman comes with a 1.5-litre three-cylinder petrol engine with 134bhp. In manual guise, it can hit 62mph from rest in 9.1sec and has a 127mph top speed. Combined fuel consumption is 55.4mpg, with CO₂ emissions of 118g/km.

The Cooper S Clubman gets a 189bhp 2.0-litre four-cylinder unit. It can hit 62mph in 7.2sec, has a top speed of 142mph and returns 45.6mpg and 144g/km.

The Cooper D Clubman's 2.0-litre four-cylinder diesel makes 148bhp. Its 0-62mph time is 8.6sec, with a 132mph top speed, 68.9mpg combined economy and 109g/km of CO₂.

All engines come with a standard six-speed manual gearbox, with either a six or new eight-speed automatic available as an option.



Roomier interior retains the centrally mounted circular display



As before, side-hinged rear barn doors give access to the load bay

Also planned is a 168bhp 2.0-litre diesel in an upcoming Cooper SD Clubman and a 228bhp turbocharged 2.0-litre petrol unit in a Clubman John Cooper Works.

The Clubman is underpinned by BMW's UKL platform, which has the same wheelbase as the BMW 2 Series Active Tourer. It gets the same suspension set-up as the Mini hatch and

can be enhanced with optional dynamic damper control. A further option is the Driving Modes function, which offers Green, Mid and Sport modes.

Pricing for the Clubman starts at £19,995 for the Cooper model, while the Cooper D costs from £22,265. The Cooper S, the current range-topper, costs £22,755.

GREG KABLE

Confidential

HYUNDAI'S BRAND perception lags behind the quality of its products, admits new European boss Thomas Schmid. "We're getting there, but it takes time," he said. "If you are from Britain and someone talks about a Jaguar, you might recall your grandfather or father owning one, or the time they won Le Mans. There is no shortcut to that heritage." Schmid cited Hyundai's football World Cup sponsorship and participation in the World Rally Championship as examples of brand building.

INSIDERS ARE suggesting that the uptake of hydrogen fuel cell technology could lead to a radical shift in how power is supplied. One long-term goal is for households to be powered by on-site hydrogen fuel cell electricity stations powered by water, largely removing the need for fuel stations or other household power suppliers.



BMW's new 2 Series Active Tourer is now the brand's third best-selling model in the UK. The compact MPV was launched only last year, but BMW expects to sell more than 8000 units in 2015.

MERCEDES says a million customers currently use its Connect Me technology, which allows automatic vehicle diagnostics and contacts emergency services in the event of an accident. The system will be available across the majority of the range by the end of the year.

CHARGEMASTER CEO David Martell reckons that electric cars will be available with inductive charging from 2018. This would allow drivers to park over a plate and charge their car without the need to plug a cable into a wall socket.

FRESH FACE FOR OUTLANDER

The facelifted Mitsubishi Outlander PHEV will go on sale in the autumn with a new front bumper, new colours and 18in alloys. The firm claims ride and handling have been improved, while tweaks to the hybrid powertrain boost the car's range.



SEAT SLASHES ALTEA PRICING

Seat has cut the price of the Altea and Altea XL by £3900 across the range. The cuts, which are available to retail customers only, have been introduced to help sell remaining stock. No replacement is planned for either model.



Front has a new-look bumper and optional LED headlight units



Merc A-Class sharpens its act

Wide-ranging revisions include more muscle for the A45 AMG and 89g/km for the entry-level diesel

The Mercedes-Benz A-Class has had a significant upgrade for 2015, with revised engines, new looks and a motorsport-inspired edition.

The front end now comes with Mercedes' diamond grille, a revised, more angular front bumper and optional LED headlights. There are also redesigned tail-lights and integrated exhaust pipes.

Inside, an upgraded multimedia system comes with a larger, 8.0in screen for higher trim levels. It is now

compatible with Apple Carplay and Mirrorlink, which allow integration with a wide range of smartphones.

The upgraded A45 AMG's turbocharged 2.0-litre petrol engine gets a 21bhp boost in power and 18lb ft lift in torque, so it now delivers 376bhp and 350lb ft.

In combination with a new Dynamic Plus package that brings a mechanical locking front differential, the A45 AMG is claimed to cover 0-62mph in just 4.2sec – 0.4sec faster than



Revised A-Class goes on sale 3 July; deliveries start in September

before. Fuel economy and CO₂ emissions remain unchanged at 40.9mpg and 162g/km.

The A180 diesel engine benefits from the most notable

fuel economy improvement and is now rated at 80.7mpg. CO₂ emissions have been reduced by 9g/km to 89g/km.

The A220 diesel now comes

with more power, with 175bhp on tap, up from the pre-facelift version's 168bhp.

The revised A-Class also features an optional adaptive damping system in a bid to improve the model's ride quality. The adaptive system, called Dynamic Select, has three modes: Comfort, Sport and Eco. Comfort allows more travel and elevation while ironing out smaller, harsher bumps in the road.

Sport offers less travel and sharper responses, but smaller bumps are more apparent.

McLaren profits rise on the back of P1's success

McLAREN'S SALES, turnover and profits rose last year as the UK sports car maker banked an operating profit of £20.7 million before tax and recorded margins of 4.4%.

In 2014 the company sold 1649 vehicles, which is 18% higher than on 2013, when 1400 cars were sold. Of its 2014 total, 248 were P1s, which retailed from £866,000. However,

three-quarters of the P1s sold were specified highly enough to drive the average purchase price beyond £1m.

This is thought to account for the big jump in McLaren's

2014 turnover, which rose to £475m from £285m in 2013. It also drove operating profit up by 68%, from £12.3m to £20.7m.

Although profits remain modest in automotive terms, investment in research and development is rising steadily, according to the company. McLaren invested £67m in 2013 and £91.8m in 2014. This year the investment is expected to rise to £120m, which will be some 20% of the company's turnover.

It's an unusually high percentage of investment for the automotive industry, although it reflects the considerable resources going

into the new Sports Series range, which is due to go into production later this year.

In the medium term, McLaren says it will increase sales to around 4000 units by 2017 and 4200 in the two subsequent years. This will be achieved by rolling out at least six different models.

Company sources say the company expects to sell approximately 2500 Sports Series models annually and 1500 Super Series models.

McLaren chief executive officer Mike Flewitt also insisted that McLaren would never consider building an SUV, "no matter what competitors might be doing".





Facelifted rear has redesigned lights and integrated tailpipes



Higher trims gain a new multimedia system with an 8.0in screen

Despite this, Mercedes says its engineers have tuned the Sport setting to be softer and more compliant than that of equivalent rivals.

The trim levels remain unchanged, although all models now come with a reversing camera as part of their standard equipment and Sport models are fitted with climate control.

A new Motorsport Edition has also been created and parts of the car, such as the alloy wheels and seats, feature the same shade of

green as on the Mercedes F1 car. It is set to be offered on the A220d model upwards, although it has not yet been confirmed for the UK.

The revised A-Class is available to order from 3 July, with the first cars heading to customers in September. Prices will be announced closer to the car's on-sale date, but they are not expected to vary significantly from the current line-up, which starts at £20,715 for the A180 SE. **TOM WEBSTER**

New model for Leaf

NISSAN HAS EXPANDED the trim range of its Leaf EV with a new Acenta+ version.

EV director for Nissan Europe Jean-Pierre Diernaz told Autocar the new grade will give some momentum to the Leaf before a next-gen model is released in the "mid-term".

Diernaz said: "We are working on the succession plan, on various aspects. One is the car. Another one is the battery technology and range. A bigger battery and bigger range will come. We are working very actively on this."



The new trim level sits between Acenta and Tekna. The Acenta+ model costs £24,740, after the £5000 government grant.

Acenta+ adds new blue 17in Autech wheels and a 6.6kW charger with seven-pin and three-pin cables that allow a full charge from empty in four hours.

Tester's Notes

Matt Prior



New Giulia is proof that hope springs eternal for Alfisti

Head teacher Brian Stimpson, played by John Cleese in the 1986 film *Clockwise*, perhaps said it best: "It's not the despair, Laura. I can stand the despair. It's the hope!"

Look at the picture above. It's an Alfa Romeo. It's elsewhere in this issue, too. It's called the Giulia and I think it's rather good looking for a four-door saloon.

Better than that, it has a V6 twin-turbo engine developed by the same people who will be making sure that a similar V6 goes into the upcoming Ferrari Dino. The chassis has been engineered on a shortened Maserati Ghibli platform, by specialist engineers in some kind of skunkworks near Modena, away from where other Alfa Romeos are developed and rather close to where Maseratis and Ferraris are engineered.

It will have more than 500bhp and rear-wheel drive in this form, and although there will

I remember receiving a print of the Alfa 156 in 1997. Good grief, I wanted it to be good

be a range of more ordinary, less racy Giulias than this one, they should, fundamentally, look as good as this.

Now look at the picture below. It's an Alfa Romeo called the 156 and in 1997 I thought it, too, was gorgeous – and not just for a four-door saloon.

I don't know what they were putting in the water in the mid-1990s, but in 1997 the equally beautiful Ford Puma and Peugeot 406 Coupé were launched, too.

It's worth bearing in mind

that good-looking cars were a rarity in those days. Perhaps auto makers realised that cars were becoming all quite good but all really dull to look at and needed to differentiate them somehow. I don't know who exactly started it, but by the time the Audi TT arrived in 1998, it was becoming pretty clear that good design sold cars.

But anyway, 1997 and that Alfa. I remember sitting in an office in Harpenden in my first job in this game, sourcing pictures for a car yearbook, and receiving a print of the 156. Good grief, I wanted it to be good. At the time, SZ aside, Alfa Romeo hadn't made a truly desirable car in my lifetime, but I knew there was a reason I should want one.

And, do you know? The 156 was good, mostly, even though it stayed in production longer than it should probably have, spawned the disappointing GTA and, eventually, was replaced by the 159, which was... okay, for a time. But then it wasn't and the hope, and the success, so moderate, so fleeting, was gone again.

But like Brian Stimpson, I could live with that, too. Emotions and hope and optimism are for the young, and at 40 I'm quite happy not to feel the same way as I did in my early 20s. I was content it was over.

At least, I was, until they pulled the covers off this Giulia. And so it all begins again.



We've been here before: 156, launched in 1997, promised so much

matt.prior@autocar.co.uk

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A Week In Cars



Steve Cropley

Aston chief Andy Palmer is hell bent on serious progress



MONDAY

I think there may be hope for my driving after all. In recent years, I've become quietly desperate about the way the very quickest performance cars – McLaren 650S, Porsche GT3 and suchlike – impose such loads on your body as they corner, brake and accelerate near the limit that it's all you can do to drive them precisely for more than a few minutes. Some will dismiss this as heresy, but I'm telling you the truth when I say sustained on-limit driving, even in the finest road cars, is a job for athletes of the Le Mans persuasion – unless, of course, you opt for the half-out-of-control-on-an-airfield thing that so reliably sustained Top Gear all those years.

Funnily enough, it was driving last week's 'continuation series' Lightweight E-Type Jag, on its traditional-treaded Dunlop racing tyres, that restored some of my faith. The generous limits of this car, high enough to be quick, low enough to be predictable, allow you to judge exactly how far the shapely rear will slide under power, to exit quick corners exactly on line. I suspect this is why historic racing has become so popular in

'The Aston chief's eye is already on financing the model range after next'

recent times. I certainly want to experience this feeling again.

WEDNESDAY

What a privilege to spend time with Aston Martin chief Andy Palmer on a busy working day, reported on p52. Don't believe I've ever learned so much in so few hours. Although flat out all

day, Palmer even found time to explain, in his office via a whiteboard, some essential principles of marketing he reckoned I was missing. Most reassuring were the Aston chief's plans to make the 102-year-old firm sustainably profitable by expanding its sports model range enough to protect it against boom and bust, and to earn sufficient 'free cash' with all-new models to fund the all-important model range after next. Watching Aston's next decade is going to be a pleasure.

THURSDAY

To Goodwood's Moving Motor Show, to have my first go in Ford's new Mustang on UK soil. Henry's people were as helpful as ever, but they had only a



Golf R is so good that you're inclined to take it for granted

convertible version with the 300bhp Ecoboost turbo four on hand, and my choice would have been a V8 coupé. I'd become concerned about 'Stang ride quality during early testing in the US (the car literally bucked its way around Hollywood), so I was braced for rude shocks in two ways. But it was great. With my friend Mike driving, it felt supple, powerful and smooth. On the bumpy estate roads you use to return to the start of the famous hillclimb, the car coped really well. Now I'm lined up for a longer drive, full of hope.

As for the MMC, it was packed as I've never seen it packed before on a Thursday. If the looming London Motor Show next May – or the weekend's Formula E grand prix in London's Battersea Park – were any threat to Lord March's famous fixture, it wasn't evident. Everywhere

you looked, there was the usual evidence that Goodwood's organisers had thought things through a little better this year.

SATURDAY/SUNDAY

The Range Rover's away on someone else's holiday, the Ferrari's been grabbed for Goodwood by AN Other and the Suzuki Celerio is a little small, so my transport for Goodwood's big days is a Volkswagen Golf R, billed by many as the finest hot hatch, and one of the most versatile cars ever built. I'm paying my dues and joining the fan club. It's quite clear the car has been created out of perfect decisions about space, styling, driving position, materials, performance level and much more. Its only fault is its own effortlessness. Without a rival permanently on hand, you're inclined not to realise quite how well it's doing.

And another thing...

Purists may disapprove, but I was dazzled at Goodwood by this replica of John Cobb's famous Napier Railton, powered by a double-blown Caterpillar truck diesel. Owner Terry Clarke made it with his own hands, "because I couldn't afford a Bentley".



steve.cropley@autocar.co.uk

@StvCr



The great and the Goodwood

Stunning cars and motorsport stars shared the glory at last weekend's Goodwood Festival of Speed



THIS YEAR'S 23rd Goodwood Festival of Speed lived up to its 'Flat out and

Fearless' theme, mixing all-action appearances by old-time heroes such as Nascar's Richard Petty with cameos by contemporary stars like Ford's Ken Block and his incredible 845bhp Ford Mustang 'Hoonicorn'.

The most extraordinary debut was that of multiple motorcycle world champion Valentino Rossi, who appeared without warning at Goodwood's

gala ball on Saturday night. The next day he rode his MotoGP Yamaha M1 into Goodwood House before appearing on the balcony with Lord March and MotoGP TV commentator Suzi Perry, then turned his hand to driving on four wheels.

Mazda was this year's featured marque, with its Kodo design philosophy celebrated in Gerry Judah's monumental sculpture on Lord March's lawn.

As ever, there were incidents. One of the most talked about was the fate of the world's fastest man, Andy Green, who

hit the notorious Molecomb hay bales – with the Daily Mail's man in the passenger's seat.

F1 teams came as usual, but no one ran a 2015 car (it would have been considered extra testing). Mercedes' Nico Rosberg chose Goodwood as the setting for his 30th birthday and showed off the difference between now and the good old days by driving a 2013 2.4-litre V8 Mercedes. Like the whole event, its exhaust note set traditionalists grinning with delight.

STEVE CROPLEY



Ken Block sacrificed tyres in his 845bhp Hoonicorn crowd-pleaser



Bike racing legend Valentino Rossi made his FoS debut



Nico Rosberg took his V8-engined 2013 F1 car up the hill



Sculpture celebrating Mazda towered over proceedings

Juke-R 2.0 is powered by an uprated GT-R twin-turbo 3.8 V6



Supercar performance from 600bhp Juke-R 2.0

NISSAN'S JUKE-R 2.0 features the same 3.8-litre V6 engine as the GT-R, but its output has been tuned to 600bhp. As a result, Nissan claims the model offers "supercar-beating" levels of performance.

Based on the latest Juke, itself revealed at the Geneva motor show in March, the new Juke-R was driven up Goodwood's hillclimb route

by Nissan's Le Mans 24 Hour driver, Jann Mardenborough – successful graduate of the firm's GT Academy.

As well as its increased power, the Juke-R 2.0 gets a heavily redesigned front bumper offering increased airflow for engine cooling, a carbonfibre rear bumper and diffuser and redesigned carbonfibre side sills.

The lights and bonnet are

all from the 2015 model year Juke, while the colour is the same matt black as the first Juke-R. The interior remains largely the same as the previous version, with a black headlining the only change.

The previous Juke-R was created in 2011 as a not-for-sale performance model. It was based on a modified a Nissan GT-R and featured a 485bhp 3.8-litre

V6 engine that took it from 0-62mph in 3.7sec.

Nissan hasn't yet released any official performance figures for the new Juke-R concept, but its increased power means it should be able to improve on the old Juke-R's figures.

As a benchmark, Nissan's GT-R is capable of sprinting to 62mph in 2.7sec and hitting a top speed of 196mph.

The regular Juke Nismo RS is powered by a 1.6-litre DIG-T petrol engine developing 216bhp and 207lb ft.

There's no word on whether the Juke-R will make it to production, with the car currently described as a concept. Nissan may well decide to use the car as a technical showcase rather than putting the model into series production.

Morgan EV3 set to cost £35k

MORGAN'S ALL-ELECTRIC EV3 will cost about the same as a conventional 3 Wheeler when it goes on sale late next year.

Launched at Goodwood, the EV3, which is powered by a single electric motor producing

101bhp, weighs around 495kg – just 25kg more than the standard car.

Morgan claims the EV3 is capable of covering up to 150 miles on a full charge. Charging takes around four

hours, via a socket hidden under the fuel filler cap.

Head of design Jonathan Wells said Morgan is looking to offer comparable performance to that of the regular 3 Wheeler, which is capable of reaching 60mph from rest in 8.0sec. While the standard car has a top speed of 115mph, however, the EV3 is limited to 80mph.

"This is early days for us," said Wells. "The biggest thing is to make sure the technology is right. Next we'll put 10 cars on the road with customers for testing. At that point we'll have a better estimate of how many we will build."



RIDE MCLAREN 570S

The Sports Series models may be the cheapest options in McLaren's three-tier range, but there's nothing entry-level about the 570S coupé. Chief test driver Chris Goodwin proves as much on our run up the hill, unleashing all 562bhp from the 570S's twin-turbocharged 3.8-litre V8 engine. I'm pinned to my seat as we sprint up Goodwood's hillclimb route, making the 570S's 0-62mph sprint time of just 3.2sec – and its 204mph top speed – suddenly all the more believable. **DARREN MOSS**



The Mk3 Focus RS has been developed with Ken Block



Mk3 Focus RS gets 345bhp

Mustang-derived 2.3-litre Ecoboost engine and all-wheel drive for Ford's third-gen hot hatch

The all-new Ford Focus RS received its dynamic debut at the Festival of Speed in the hands of racer Ken Block, with whom the car was co-developed.

Ford officials confirmed that the RS produces 345bhp and more than 347lb ft from its turbocharged 2.3-litre four-cylinder engine.

Honda's new Civic Type R gets 306bhp from its 2.0-litre turbocharged motor, while the Volkswagen Golf R's 2.0-litre turbocharged engine develops 296bhp and 280lb ft.

A detuned version of the

Focus RS's powerplant already appears in the new Mustang.

The new model's output eclipses that of both the Mk1 and Mk2 Focus RS, which had 212bhp and 301bhp respectively, and matches the limited-run RS500.

Speaking ahead of his drive in the RS, Block said the car was a "really fun" package.

"This car is really nice," Block added. "The Focus ST is already quite nice to drive, but this is just another level."

One of the Focus RS's biggest developments has been its all-wheel drive

system and new Drift setting, which allows the Focus RS to complete controlled-oversteer turns. "There are so many electronics these days to keep the car from doing anything fun that they're having to put that stuff back in," Block said.

Global director of Ford Performance Dave Pericak said: "We promised a serious driving machine, and with 345bhp that is exactly what we will deliver."

Block also drove his 1965 Ford Mustang-based 'Hoonicorn' at Goodwood.

JIM HOLDER



Aston's 800bhp Vulcan track car hints at new DB11



Vulcan buyers will undergo training before driving it

ELEMENTS FROM ASTON Martin's £1.8 million Vulcan track car will be used to inform the styling of the DB11, according to the firm's exterior design boss, Miles Nurnberger.

Speaking at the unveiling of the Vulcan at Goodwood, Nurnberger said "hints" of



the Vulcan would be used on the DB9 replacement, which is due in 2017.

"You'll see hints in there, but these aren't prescriptive of the next car," he said. "It's about an ethos and a feeling which you will see in the next generation [of Aston Martins]."

"The shark nose on the front, some of the deeper contours and sinuous lines, you will see those in the future. You can see similarities between this and the DB10 [Bond car]."

Not all of the 24 planned Vulcans have yet been sold, but

Aston is lifting the lid on the planned driver development programme in which owners will take part in order to ready them for the 800bhp Vulcan.

Aston Martin works driver Darren Turner said owners would progress through driving the current Vantage GT4, through to the £1 million One-77 hypercar before being granted access to the Vulcan.

Aston Martin also showed its new DB9 GT (left) as part of the Moving Motor Show. The £140,000 car is powered by a 540bhp 5.9-litre V12 engine.

RIDE ASTON MARTIN GT12

IT HAS A large rear wing, a paint job somewhere between loud and lairy and, rather compellingly, a power-to-weight ratio of 378bhp per tonne – the entertainment potential of which driver and Aston chief vehicle attribute engineer Matt Becker demonstrates with a series of satisfyingly extravagant and neatly controlled drifts. Several occur before we even get to the hill itself.

The GT12 is a 100-unit limited-edition model costing around £250,000. Despite the price, all of them have been sold and there are another 50 disappointed hopefuls in the queue behind, cheque in hand.

Invested with a lot of what Aston has learned over years of racing the Vantage, the GT12 weighs around 100kg less, runs wider tracks, sports that sizeable rear wing and wears a counter-balancing front splitter that is almost as assertive as the pleasing splashes of orange paint.

That the bonnet, front wings, door casings and centre console are carbonfibre goes a little way to explaining the price, as does a lightly reworked V12 and a titanium exhaust.

Said pipework barks a fine tune as Becker throws the GT12 up Goodwood's hill, the car's tail sliding through the first two curves as if it

were an ancient Ford Escort rally car.

There's seems to be plenty of entertainment potential here, then, amplified by an engine flaunting its highly enthusiastic work rate.

The GT12 is the first Aston we've seen that has had any input from Becker, with the ex-Lotus chassis man tweaking the car's dampers for a more pliant ride.

Goodwood's hill is too smooth to feel the benefits of that, but it sounds like we'll experience plenty more of this from the all-new Astons that Becker and his colleagues at Gaydon are developing.

RICHARD BREMNER



OUR FESTIVAL MOMENTS



Jim Holder

Mazda is the only Japanese and rotary-engined Le Mans winner, and that's key to why the firm has a place in my heart. Seeing the winning 787B reiterated why motorsport heritage is so important to car makers.



Matt Prior

I know, I know, highlights in Autocar ought to be from the Supercar Run. But there's this quartet of British saloons – Rover P6, Rover SD1, Triumph Dolomite and Jaguar XJC V12 – and I just can't get enough of them.



Darren Moss

Ken Block was here to drive the new Ford Focus RS, but he also brought his 845bhp 'Hoonicorn' Mustang. It started off life as a 1965 Mustang but has since been converted to all-wheel drive to help manage its 720lb ft.



Matt Saunders

The epic and enormous Kamaz T4 Dakar Rally truck weighs 10 tonnes, has a 730bhp V8 diesel engine and went past the flint wall (which it was taller than, incidentally) as fast as most of the lower-order supercars.



Mark Tisshaw

A by-product of the rivalry between Ferrari and McLaren is that neither can be seen to be outdone by the other. Ever. So when McLaren brings its P1 GTR to Goodwood, LaFerrari FXX K must join it. Long may it continue.

See and read more at autocar.co.uk

RIDE CITROEN DS3 WRC

KRIS MEEKE RECENTLY became the first British driver in more than a decade to win a World Rally Championship event. By way of celebration, of sorts, he was taking lucky punters around

the Forest Rally Stage at the Goodwood Festival of Speed.

Meeke is probably the most well-known current British rally driver, and when he comes to meet me by his Citroën DS3 WRC,

he has to stop every few steps to sign autographs.

On the start line with five seconds to go, Meeke picks up the revs. At the green light we fly off down the opening straight, and just as I become convinced we're going to collide with the hay bales at the first corner, the back end of the car swings around and we're spearing off into the woods.

A series of perfectly judged near-misses and sideways action follows, and before I know it a marshal is thrusting a time card into my hand: 2min 34.13sec.

DOUG REVOLTA



FIRST DRIVES

This week's new cars

QUICK FACTS

PRICE £25,000 (EST)
ON SALE SEPTEMBER



Subaru Levorg

24.6.15, Stockholm, Sweden Quirky, robust new 1.6-litre turbo estate takes aim at Volvo V60

The Levorg is something of a reprise for Subaru. The firm admits that it didn't look at the most recent Legacy estate as a starting point – customers find it too big and ungainly – but the popular fourth-generation model before it. The new model is a greatest hits tourer, then, with the benefit of some of Subaru's latest technology.

That includes a new turbocharged 1.6-litre four-cylinder boxer engine, which delivers 167bhp and 184lb ft. There's also asymmetrical four-wheel drive with a split of 60/40 front to rear and Subaru's Lineartronic CVT automatic transmission. All of which makes it a niche proposition, as ever, but Subaru is aiming the Levorg at buyers who might otherwise consider a Mazda 6 Tourer or a Volvo V60, as well as its firm base of customers who simply wouldn't drive anything else.

In its home market of Japan, Subaru sells a turbocharged 2.0-litre model with 296bhp, but that version won't be heading west any time soon – officially at least. That's despite Subaru Europe saying that, when

surveyed, people still associate the firm with its smokin' gold-wheeled, blue cars. Subaru is still trying to kick that habit, so the asymmetrical four-wheel drive is for safety, pragmatism instead coming to the fore.

You cannot argue with the Levorg's practicality. Subaru has created a usefully shaped and easily accessed boot and loads of passenger space within a relatively compact footprint. The build quality is of a robustness common to all Subarus, although there's some soft-touch tactility that shows the firm has been listening. Hard plastics are still evident but less obvious than usual. Hunt them out and you'll also discover that the Levorg is exceptionally well stocked for USB sockets, with six in the cabin. The large-screen infotainment system comes from the Outback and works commendably well. The driving position is good, too, and all-round visibility is impressive.

The Levorg is robust and practical, then, and its agility and stability are considered by Subaru to be as much a safety feature as anything

else. There has been much talk about its handling, though. Subaru has benchmarked the Levorg against cars like the Audi S3 and its own BRZ, and the results are tangible.

On a short but testing track in Stockholm, the Levorg demonstrated fine body control and very little body roll. We'll need a run on UK roads to ascertain what that means for the ride, but seeking out the test track's

Subaru has benchmarked its handling against cars like the Audi S3 and its own BRZ



Turbo 1.6-litre flat four is smooth and quiet, but it's hampered by the stepped CVT



It all feels as solidly built and long-lasting as you'd expect in a Subaru, but perceived quality has taken a step up by the company's past standards



As well as fine provision of space in the cabin, there's a good-sized, usefully shaped boot; it's neat packaging, given the car's compact footprint

few lumps and bumps seemed to suggest it will be decent enough.

The electrically assisted steering is weighty yet gives little real information. Combined with that flat cornering, it leaves you guessing how much grip is available.

You'll give up pushing before it starts to understeer, though, because the Levorg is best enjoyed at more sedate speeds. That's largely because

of its transmission, which, despite having six stepped ratios, intrudes with a characteristic CVT belt noise.

It automatically changes to the stepped mode when you push the accelerator past 35% of its travel in I mode. Press S mode and those 'gears' arrive with 30% of accelerator input. It's the weakest link in the Levorg's make-up, and shifting via paddles does little to speed things up.

The turbocharged 1.6-litre boxer is smooth, though. Indeed, it's perhaps too quiet for the type of buyer who's seeking out the Levorg for its interesting technical make-up. Peak torque arrives at 1800rpm and hangs on for another 4000rpm. It's a shame that the engine's output is stymied a bit by the CVT transmission, and its CO₂ of 164g/km looks high compared with similar-powered front-wheel-drive rivals.

Four-wheel drive means that there's plenty of traction and the asymmetrical system is able to split its power 50/50 front to rear as a maximum, so the Levorg feels surefooted and safe, if not particularly exciting.

It's a difficult car to recommend against its main rivals. Its strength remains its individuality, so there will be a limited audience for it. The 500 or so buyers Subaru UK expects in its first year will love it for all of Subaru's usual qualities, but it's difficult to imagine people picking it over a Mazda 6 Tourer or a V60.

KYLE FORTUNE



Infotainment system and screen come from the Outback; all four wheels are driven



SUBARU LEVORG 1.6 GT-S

A niche proposition. It'd be much improved by a conventional automatic or manual gearbox



Price	£25,000 (est)
Engine	4 cys, 1600cc, turbo, petrol
Power	167bhp at 4800-6500rpm
Torque	184lb ft at 1800-4800rpm
Gearbox	CVT automatic
Kerb weight	1551kg
0-62mph	8.9sec
Top speed	130mph
Economy	39.7mpg (combined)
CO ₂ /tax band	164g/km, 27%

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QUICK FACTS

PRICE £99,675
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BMW M6 Competition Package

25.6.15, Sussex Official performance upgrade for the M6 range now lifts power to nearly 600bhp

There was already a Competition Package for the BMW M6. I don't know why it needed replacing.

The standard M6 already has 552bhp, and the old Competition Package lifted that to 567bhp.

But let's face it: who doesn't like a horsepower number that starts with a six? So an upgrade to the upgrade it is. The old Competition Package is no more, and a new one offers 600bhp, or 592bhp in imperial money.

That's not all, though. This new Competition Package is more... competitiony. Springs and dampers have been upgraded, as have the anti-roll bars. The electronically controlled limited-slip M-differential gets its own ECU, the stability control program has its own tune, as does the steering, and there's an Akrapovic titanium exhaust.

When I say the suspension is 'upgraded', mind, what I mean is 'stiffer'. The dampers are still

adaptive, so you get some say in how rigid they are. The chassis, like the steering and the engine/transmission response, can be put in Comfort, Sport or Sport+ modes, individually or together, as you wish.

Whichever way you do it, this M6 is an agreeable car. Slip the settings into their softest ones and it does a passable impression of a GT car. And although there's always an underlying firmness to it (a result, you suspect, of the pack's unique 20in rims and some of the limitations of this platform, which have long prevented the 5 Series and 7 Series from being all they might be), that's not always a bad thing here.

Unlike other cars on this architecture, the M6 doesn't have to ride particularly well, you see. Freed from those obligations, it remains, for my money, the best car based on this platform. Body control, even in Comfort, is tight, and if you flick the

settings further, that only becomes more impressive. Sure, the ride goes from firm to fidgety, but it's only too harsh on poor roads.

What is harder to find is a road that's big enough. Quite often in reviews, we drive a car overseas and have to reserve final judgement until we're able to sample it the UK. With the M6, almost the reverse is true. You'd need a derestricted autobahn to get the best out of this car, so mighty is the performance.

It takes a while to arrive, though. The 4.4-litre V8 has notable lag at lower revs, but after a short pause, an inordinate amount of shove arrives. The M6 Competition Package is one of those cars that lets you overtake as you please, bothers its stability control frequently or, if it's switched off, lets you enjoy its front-engined, rear-driven balance with great ease.

It's also a car that costs £7300 more than standard, but if you were

going to spend more than £90,000 on a 6 Series anyway, I suspect that's the least of your troubles. You can have it on Gran Coupé and Convertible models, too, and although I'm not sure why you'd want it on the drop-top M6, I'd probably choose it for the coupé. It takes an already impressive machine and makes it keener in some areas that count.

MATT PRIOR



BMW M6 COMPETITION PACKAGE

An upgrade for the upgrade. Competition Package makes BMW's big coupé sharper to drive



Price	£99,675
Engine	V8, 4395cc, twin-turbo, petrol
Power	592bhp at 6000rpm
Torque	516lb ft at 1500-6000rpm
Gearbox	7-spd dual-clutch auto
Kerb weight	1925kg
Top speed	155mph (limited), 189mph (optional)
0-62mph	3.9sec
Economy	28.5mpg (combined)
CO₂/tax band	231g/km, 37%

MANUFACTURER'S CLAIMED FIGURES



Cabin feels classy and that wheel operates a retuned steering system; car sits on revised suspension and has a titanium exhaust



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CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
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QUICK FACTS
PRICE £27,000 (EST)
ON SALE SEPTEMBER



Hyundai Tucson 1.6 T-GDI

26.6.15, Germany New mid-size crossover brings back an old name as it targets Nissan's Qashqai

What's in a name? For the Hyundai Tucson, a lot, because the decision to ditch the ix35 badge and revert to this moniker was taken to signify that this all-new car represents another leap forward for the Korean brand. Better, the firm figured, to start afresh than associate with an outgoing model known for being ruggedly decent while never troubling the class's best.

There's an awful lot riding on its success, too. As a rival to the Nissan Qashqai, the Tucson has been crafted to further accelerate Hyundai's growth by appealing to a new breed of customer, one more influenced by subjective factors such as style and perceived quality than simply price and kit lists. It is inevitable that those aspirations come at a cost, although beyond estimates that the range will start at £18,500 (up from £17,000 now, although that's not a like-for-like hike) and run up to £30,000, there are no confirmed price details.

The car driven here is a second-

phase prototype, described by its makers as 80-90% representative of how the final car will look and feel when it is launched next month. The exterior won't change, but improvements to the fit, finish and materials of the interior are promised – an impressive claim, given the quality evident on our high-spec car.

The combination of a 173bhp turbocharged 1.6-litre petrol engine mated to a seven-speed dual-clutch automatic transmission and four-wheel drive is unlikely to be a volume seller (and expect it to be priced far closer to the £30,000 mark than the £18,500 entry point). Nevertheless, the powertrain and gearbox are smooth and eager. The only frustrations are that it holds gears a fraction too long and that engine noise becomes intrusive even at 2500rpm. Otherwise, refinement is impressive and wind and road noise are almost non-existent.

The Tucson rides and handles well, too. Despite weighing more than 1500kg in this guise, the Tucson

performed keenly on the smooth test roads we encountered in Germany, riding flatly and resisting body roll with aplomb. The suspension – MacPherson struts at the front and a multi-link set-up at the rear – is a smidgen over-firm, but the upside is impressive control. It's just a shame that the steering offers so little feel.

With a steering wheel that adjusts for reach and rake and large degrees of seat adjustment, it's easy to get a good driving position in the fine-looking cabin. There's good space, too, with room for five adults, including two six-footers sitting line astern. Cubbies and storage areas abound, and boot space is impressive, offering more than the Qashqai with the rear seats up and slightly less than it with the seats down.

The kit is up there with the best, although what will come as standard hasn't been finalised. The highlight is a new sat-nav system that is said to be three times faster than the outgoing one, but autonomous braking, ventilated and heated seats

and park assist also demonstrate Hyundai's commitment to bringing premium car technology to a wider audience, as Nissan and Ford have already done.

So far, so very good. Hyundai has sprinted to its position today as a credible mass-market car maker by building laudable if slightly uninspiring cars and pricing and spec'ing them keenly.

The Tucson is different, adding visual appeal, material quality and (steering aside) dynamic engagement, potentially putting it among the class best. Until we see UK pricing and specs lists, though, and get a fuller understanding of the quality of the lesser trim levels, we can only advise holding off placing a deposit on a rival rather than beating a path to a Hyundai dealer.

JIM HOLDER

HYUNDAI TUCSON 1.6 T-GDI

Proof that Hyundai hasn't run out of steam. If it's priced and spec'ed keenly, it could rival the class best



Price	£27,000 (est)
Engine	4 cyls, 1591cc, turbo, petrol
Power	173bhp at 5500rpm
Torque	195lb ft at 1500rpm
Gearbox	7-spd dual-clutch automatic
0-62mph	9.1sec
Top speed	112mph
Kerb weight	1534kg
Economy	37.7mpg (combined)
CO₂/tax band	175g/km, 30%

MANUFACTURER'S CLAIMED FIGURES



Cabin looks good and has a widely adjustable driving position; ride is firm, but the Tucson handles well and has good body control

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PRICE £53,835
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Audi Q7 3.0 TDI S line

25.6.15, Hampshire Higher-powered diesel version of Audi's new SUV shows its hand on UK roads

Over one decade-old generation, the Audi Q7 has become imprinted on the psyche of the UK's consumer hordes just as firmly as those household names with which it competes, from the Range Rover Sport and BMW X5 to the suave new Volvo XC90. This all-new second-generation Q7 looked promising when we first tried it abroad, but now we've got hold of the range-topping 3.0 TDI 272 version for a drive on UK roads.

The as-tested S line trim is likely to be the most popular. It is currently available with only the higher-powered 268bhp version of the two 3.0-litre V6 diesels on offer. It's a peach of an engine, too, and virtually silent at low revs, where you'll find yourself most of the time, thanks to the excellent eight-speed automatic gearbox. If you do stick the standard Drive Select in Sport and go for it, using the paddles is the most effective thing to do, and you can make sprightly progress thanks to the deep and wide well of torque.

Mercifully, the new Q7 is slightly smaller and substantially lighter than the previous model. Despite this, though, on air springs it is a more ponderous thing than an X5, Porsche Cayenne or Range Rover Sport. Body roll is substantial but progressive even in Sport mode, and although it's precise enough to thread with conviction down a B-road, it doesn't have the incisive responses of those rivals.

We'd avoid the £1100 four-wheel-steer option. It shrinks the low-speed turning circle by a metre to 11.4m but otherwise results in slightly inconsistent steering response. The standard steering is good enough, with decent bite and enough feedback to make the Q7 (with its permanent, 40/60 rear-biased four-wheel drive) feel implacable in every situation.

What does impress is the ride comfort. We haven't tried a Q7 on standard steel springs yet, but given that the air springs make it composed and settled even over high-frequency undulations – unless you hit a really

sizeable mid-corner bump – it's an option that's probably worth adding. The air springs also have the added benefits of improving ground clearance and increasing towing capacity from 2800kg to 3500kg.

Then there's the cabin, which feels reassuringly expensive. It's subdued, sure, but it really does work well and every shape of driver will be catered for by the electrically adjustable seat.

There's loads of room in the middle row of three seats, too, the outer two of which slide as well as recline. Flipping them forwards for access to the third row is a bit tricky but could be done one-handed while clinging to a recalcitrant toddler. The rearmost seats fold up and down electrically, which is great, but there's nowhere to stow the tonneau cover that you'll have to wrestle from the boot first. A shorter adult will be okay for brief journeys in these rearmost seats, but they're better reserved for kids.

A huge 770-litre boot (albeit one without a spacesaver tyre, unless you pay £250 and opt to lose the

third row) and stacks of standard equipment – including sat-nav, LED headlights, keyless go and four-zone climate control – complete the arsenal of temptations.

But before you rush out and buy one, there are some caveats. A Range Rover Sport, although more expensive, is more adept at offering both a rewarding drive and a comfortable ride. At the other end of the class, the Volvo XC90 is cheaper and has a style element that many would consider enough to make up for its less vigorous performance.

For all that, the Audi is bigger inside than most rivals, is comparably efficient yet actually faster and is really well equipped, a joy to sit in and stress-free to drive. That'll tick more boxes than anything else for many buyers.

VICKY PARROTT

AUDI Q7 3.0 TDI S LINE

Some rivals are more engaging, but the Audi is relaxing to drive, spacious and extremely well built



Price	£53,835
Engine	V6, 2967cc, turbodiesel
Power	268bhp at 3250-4250rpm
Torque	443lb ft at 1500-3000rpm
Gearbox	8-spd automatic
Kerb weight	2135kg
0-62mph	6.5sec
Top speed	145mph
Economy	47.9mpg (combined)
CO ₂ /tax band	153g/km, 28%

MANUFACTURER'S CLAIMED FIGURES



There's plenty of kit in S line trim and an expensive feel to the fixtures and fittings; its exterior design is smart and conservative

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Toyota Auris 1.2 Turbo

26.6.15, Belgium Revamp for Focus rival includes a new 1.2-litre engine and handling tweaks

Here at Autocar, we think cars should be fun to drive. This rule applies whether we're discussing sports cars or family hatchbacks, and it is why we're so fond of the Ford Focus and the Volkswagen Golf. The Toyota Auris's dynamics, by way of contrast, have in the past left us cold, but for this latest version, the Japanese car maker has reworked the suspension and steering in order to sharpen things up. There's also the new 1.2-litre turbocharged petrol engine we're testing here, as well as a new 1.6-litre diesel to go with the existing petrol, diesel and hybrid offerings.

With the car's new grille, which extends into revised headlights, plus restyled front and rear bumpers and LED tail-lights, Toyota has aimed to give it a more purposeful look. It's safer than it was, too, because you can now opt for a package that adds lane assist, automatic high-beam

headlights, road sign display and collision avoidance.

The new 1.2-litre engine is a little gem. It produces only 114bhp but feels sprightly once the boost arrives at 1500rpm, from which point it revs cleanly all the way to the low 5600rpm redline. And being a four-pot unit, it's smooth, certainly when compared with the Focus's waspish 1.0-litre Ecoboost triple.

We tried a model equipped with a manual gearbox, and although the gearlever is curiously long, it has a decent action as you snick through each of its six forward ratios. The clutch also has a positive bite point and the brake pedal a progressive action. So far, so good, then.

What about the all-important handling upgrades? Well, it's better than the old car. The steering could use a bit more weight in the straight-ahead position, but it's quick as you turn in to a corner and builds weight

steadily as you add lock. Our drive was on a soggy day in Belgium, so it was hard to assess grip levels, but suffice to say that the Auris is front-end limited in such conditions. What we can conclude is that it's still not as much fun as a Focus or a Golf. There's more initial body roll and, even once it's settled mid-bend, the Auris never really feels engaging or playful.

It rides better than before, though, soaking up all but the biggest potholes even on the larger, 17in wheels. And although the wet weather also made overall refinement hard to gauge, Toyota has added extra soundproofing that seems to hold the worst of the wind and road noise at bay.

In the cabin, you get a good driving position, apart from the short reach adjustment on the steering wheel, but otherwise six-footers will be comfortable enough. Not so in the rear, mind, with limited leg room

leaving it a little tight for lanky folk. It still looks rather sombre inside, too, although smarter materials improve perceived cabin quality and the new 7.0in touchscreen infotainment system is certainly an improvement over the old set-up.

This is a class that's brimming with impressive cars, and although the Auris has improved, it hasn't caught up with its main competition. It is, however, worth mentioning Toyota's excellent reliability record and the fact that the Auris comes with a five-year warranty, so it scores top marks for dependability. But for fun? We would still choose a Golf or a Focus for that.

JOHN HOWELL

TOYOTA AURIS 1.2 TURBO 5DR MANUAL

Revisions improve its handling and ride, but it's still not up with this competitive class's leaders



Price	£18,279
Engine	4 cys, 1197cc, turbo, petrol
Power	114bhp at 5200-5600rpm
Torque	136lb ft at 1500-4000rpm
Gearbox	6-spd manual
Kerb weight	1350kg
0-62mph	10.1sec
Top speed	124mph
Economy	58.9mpg (combined)
CO ₂ /tax band	112g/km, 17%

MANUFACTURER'S CLAIMED FIGURES



Cabin is sombre, but perceived quality has improved and new multimedia system works well; turbo 1.2 provides lively performance

DON'T SPARE THE HORSES

Even with 503bhp, the new Mercedes-AMG C63 S isn't the most powerful super-saloon you can buy for £60k. Is it the best, though? **Matt Saunders** lines it up next to a BMW M3 and a Vauxhall VXR8 GTS to find out

PHOTOGRAPHY LUC LACEY







The term ‘performance car’ should be banned from all good car magazines. It is loathsome, ambiguous tosh whose biggest offence is to lead us to deny the richness and variety that exists in a widening market for driver’s cars.

By lumping together everything designed and engineered to go fast, the term encourages the people who make, judge and own these cars to think in common terms about models as different as 600bhp grand tourers, 200bhp hot hatchbacks, four-wheel-drive sledgehammer estates and £200,000 super-sports cars. And it does so when the key to making those cars great actually lies in understanding those differences.

Let’s take the super-saloon as an example, given that we’re about to devote our attention to three prime examples of the breed. With super-saloons, power and pace are important. Not all-important, granted, but they matter. A lot.

In sports cars, as with hot hatches, fast coupés and elsewhere, seldom will the fastest and most powerful car in the competitor set also be our class champion. With super-saloons, however, there’s a decent chance that it will. The legendary fast four-doors you’d put in an all-time top five spring to mind in no small part because of their engines: E60 BMW M5, Lotus Carlton and Mercedes-Benz 300E AMG ‘Hammer’. All were crushingly effective motorway cars. And needless to say, if you’re buying a super-saloon now, you’ll probably want it with enough grunt to seize total command of the fast lane.

Mercedes-AMG has always understood that, and by bringing its new C63 S saloon to the market with no less than 503bhp, it has provided a fine head start for the car. But the new AMG C-Class won’t enjoy the numerical top-dog status its maker believes it deserves, due to competition from an exotic Antipodean thunder-



C63’s launch control is the most consistent; the VXR8’s asks more of the driver



If this group test were one of interior quality and tactile functionality, the lavishly well appointed C63 S would win it hands down



VXR8 undercuts the BMW and AMG both on price and, as a result, the quality of its cabin's materials. Note manual gearlever



M3's cabin is a step behind the C63 S in terms of material quality and attention to detail, but several steps ahead of the VXR8

domer imported to our shores via the decidedly unexotic location of Luton.

So as well as measuring up against the 425bhp BMW M3 – the cheek-by-jowl rival without which it would be impossible to conduct this test – the C63 S will also have to out-drag the 577bhp Vauxhall VXR8 GTS, a car that appears to offer 15% more grunt than the AMG for 20% less outlay.

Mechanical convention reigns supreme in this sector, so we need waste little time in the set-up. Our Aussie bruiser is the largest and heaviest car of the trio, being a refugee from the next saloon class up. But there's still less than 200kg between it and the M3, which is the lightest car here – if manufacturer kerb weights are to be believed.

All three cars honour the classic super-saloon template of a longways engine driving the rear wheels. All are made predominantly of steel, with independent suspension via coil springs and adaptive dampers.

The engines themselves range →

◀ from the VXR8's deliciously anachronistic 6.2-litre Chevrolet small-block V8 with rocker-arm induction and a supercharger, to the M3's ultra-modern, 140bhp-per-litre 3.0-litre straight six, with its pair of parallel twin-scroll turbochargers. The C63's new 4.0-litre lump splits the difference between the other two expertly, offering V8 mechanical allure coupled with a downsized capacity and twin turbos. The blowers are arranged in what AMG calls a 'hot inside vee', which makes for short induction tracts, consequently sharper throttle response, tight mechanical packaging and intelligent thermal management. I love it when they talk oily.

Suffice to say, all three promise to deliver exactly what you want from cars like this: extraordinary performance in what is otherwise a relatively ordinary family car. But if bang for your buck is your main

motivator, the C63 S and the VXR8 promise bigger than the M3.

So much for promises. When you actually line up all three on a long, empty piece of asphalt and then let them explode into full stride as if at a Santa Pod Run What Ya Brung, those promises suddenly count for little. Power gets you nowhere without traction; nearly 600bhp is redundant if you can't wield it. And simple physics, skilful tuning and systems sophistication lay waste to a phoney hierarchy built like a third-pint 'world's greatest 11' football team around a pub fruit machine.

First up, there's the ritualistic preamble to your flat-out run. Perhaps 25 years ago it might have been a check for oil temperature and a pressure-gauging prod of tyre sidewalls. Now, even in the simplest car here, it's much more complicated than that. Even the VXR8 has launch control, torque vectoring and angry modes for its dampers, engine and

stability control. The M3 and the C63 S add to that various modes for their automatic, multi-clutch transmissions and electromechanical power steering systems.

In the Vauxhall, you tweak a snooker-ball-sized knob on the centre console clockwise, from Sport mode, through Performance mode, to Track mode. In the BMW, there are several buttons to press and modes to cycle through. You want Sport+ for damping, steering and engine, the most aggressive of three settings for the gearbox and a long press of the stability control button to deactivate the ESP. Still with me? Jolly good.

In the Mercedes, select Race mode on the main dynamic selector and Sport Handling on the stability control. And then in both of the Germans you can begin the blast-off countdown by putting plenty of pressure on the brake pedal – and checking your path for suicidal local fauna.

Launch control is activated in the M3 by stamping the throttle pedal against its stop with the brakes still fully on; in the C63, it's done by pulling both shift paddles together, and then by a second tug of the right-hand paddle to confirm, followed by the same flattening of the throttle. At this point, both Bavarian motors begin revving at a governed crank speed – and in the BMW, you can even raise that crank speed by 500rpm if you think the surface you're on is grippy enough to justify it. Ready? Sure? Then lift your left peg and find out.

Launch control systems on road cars have come a long way in the past five years, but even the best can be inconsistent. As often as not, the M3's gives you a good 20deg of unwanted attitude, clouds of tyre smoke and a rate of acceleration best described as sub-optimal. But when it works – in our test car's case, at the fourth time of asking – it really works.



C63 is on a par with the M3 for rear seat space; it's adequate rather than generous

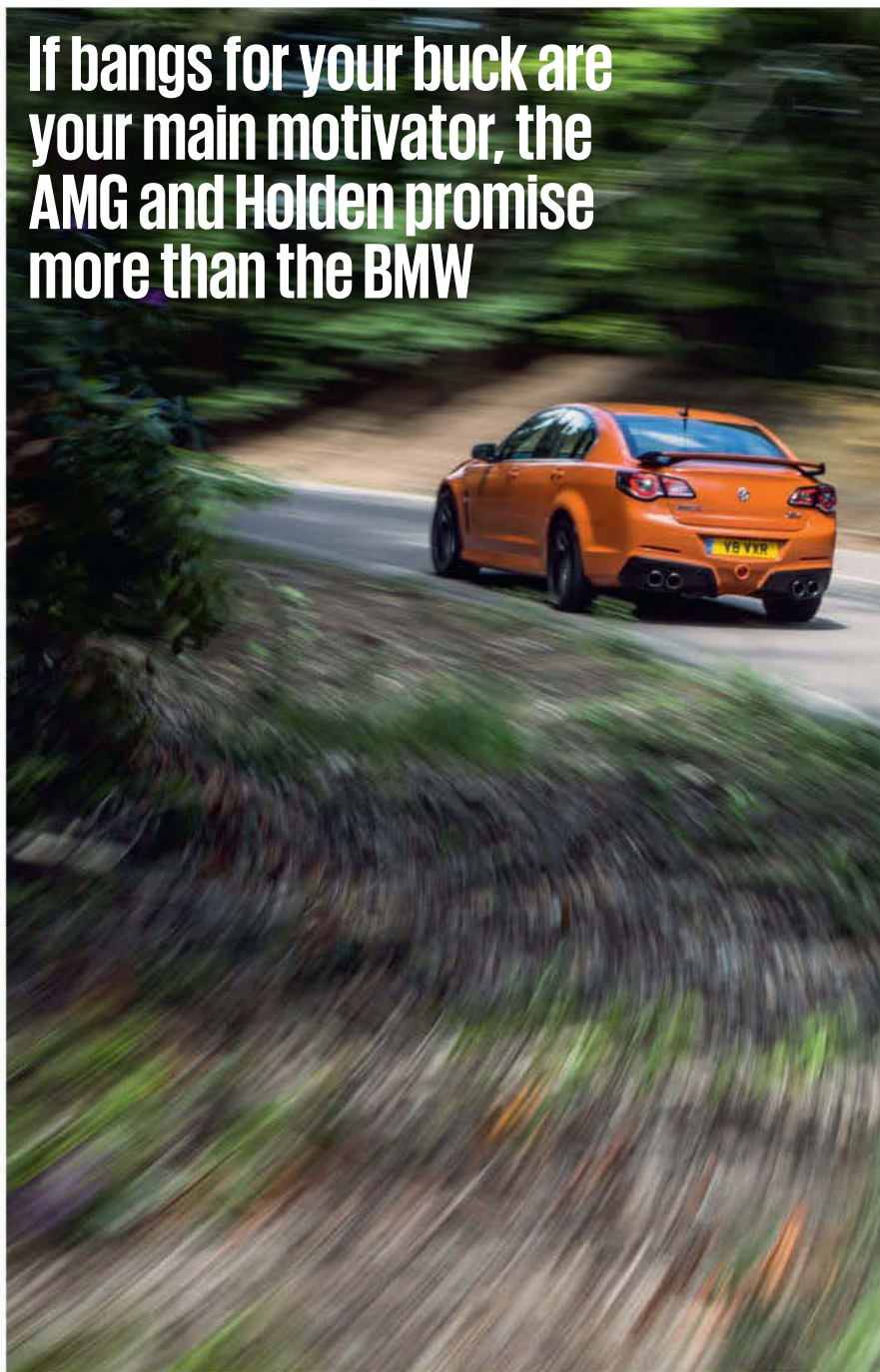


VXR8 is the largest car here, so its rear seats are easily the most accommodating



Larger adults will find the M3's rear seats a little less welcoming than the VXR8's

If bangs for your buck are your main motivator, the AMG and Holden promise more than the BMW



Tyre testers say most tyre compounds need between 4% and 7% of slip (to be rotating that much faster than the ground beneath them is passing by) in order to generate the most traction. When it hooks up, that's exactly how much the M3's launch control seems to allow – in a smooth, powerful, disciplined lunge through first and second gears.

The C63's system is less smooth, more dramatic. It's more consistent, too, but it allows power to go down in bigger surges before reining it in as part of a clumsier juggling of torque, wheelspin and acceleration. If you didn't already know that the Mercedes was heavier than the BMW, with the torquier engine and slightly skinnier back tyres, you might guess as much just from the way it gets off the line.

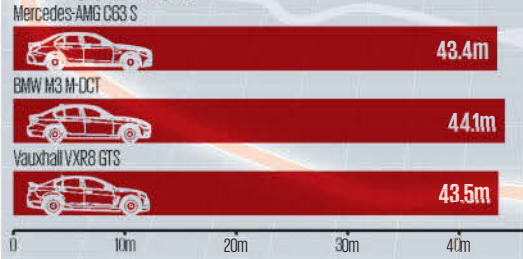
You fire the VXR8 into motion using a couple of arcane mechanical devices called a clutch pedal and a gearlever (an automatic 'box is also →

WHICH IS QUICKEST?

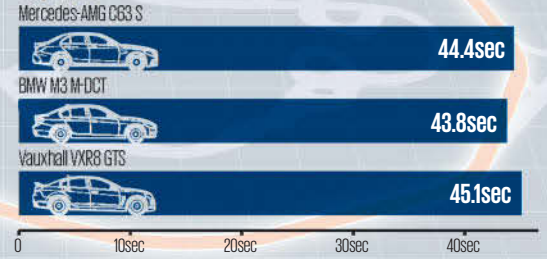
Acceleration



Braking (70-0mph)



Lap time





The AMG's steering is by far the most feelsome and engaging of the three cars here



Those keen on lighting up the rear tyres will be best rewarded by the playful C63 S

← available). The launch control here intercedes quite delicately, and only with the ECU tweaking things as the rears begin to spin up excessively. How many revs you use initially is up to you. Several attempts prove that a conservative style is the most effective, as you do your best to prevent the launch control from having to do too much to help. It's pleasingly old-school, then.

But whatever you do, there's no way to make the VXR8 perform quite like its headline power and torque figures suggest. On the previous page you'll find the results of a happy, noisy, smokey hour spent with timing gear attached to each of these cars. But because it'll be germane to the final judgement, we'll summarise those results and then move on. The C63 S is the fastest-accelerating car here by a fairly wide margin over the VXR8, at first only by a smidgen over the M3 but more once it hits third gear and homes in on 100mph. In real-world motoring, the BMW

makes up for it with cleaner engine and transmission responses, so the AMG's advantage isn't decisive. But it's there; you can feel it from the driver's seat, see it in the numbers. And it counts.

The VXR8's disadvantage is the most surprising thing. It's half a second off the pace by 60mph, a second behind by 100mph and more than twice as far adrift by 150mph. Traction-related launch problems you could forgive, but the Vauxhall never seems to make its power tell, even at higher speeds. The conclusion is that, perhaps only in our test car's case, the 6.2-litre V8 isn't making the power it's supposed to – although we'd have needed a dyno test to prove it.

So the C63 S asserts itself – on the dragstrip, in the outside lane, wherever you happen to stretch its legs. And besides having an advantage over its rivals in objective terms, its engine also levels up with the VXR8's inimitable Chevy V8 on the intangibles of theatricality

and soul. It just won't be upstaged. It answers the BMW's range and response with not just greater perceptible propulsive force but also a more authentic charisma whose soundtrack needs no digital augmentation through the stereo.

And what of the rest of this contest? Super-saloons are a great deal more than just engines on wheels, and the C63 doesn't boss this comparison in every department. But it does more than enough where it really counts to lead us towards a conclusion as inexorable as its dominance on the dragstrip.

The beauty of a saloon is its usability, and the most practical car here is, no surprise, the biggest. The VXR8 has back seats big enough for even the likes of me, while I'm ever so slightly restricted in the back of the other two. But the VXR8 doesn't offer the same advantage on boot space; both the M3 and the C63 are close enough to it to make the Aussie's victory in this area a negligible one.



The BMW M3 has a dynamic repertoire of astonishing breadth. It's a natural athlete



The C63 S makes 503bhp and 516lb ft



The VXR8 claims 577bhp and 546lb ft



The M3 produces 425bhp and 406lb ft



	¹ Mercedes-AMG C63 S	² BMW M3 M DCT	³ Vauxhall VXR8 GTS
RATING	★★★★★	★★★★★	★★★★★
Price	£66,550	£59,090	£54,509
0-62mph	4.0sec	4.1sec	4.2sec
Top speed	155mph (limited)	155mph (limited)	155mph (limited)
Economy	34.5mpg (combined)	34.0mpg (combined)	18.5mpg (combined)
CO₂/tax band	192g/km	194g/km	363g/km
Kerb weight	1730kg	1635kg	1834kg
Engine layout	V8, 3982cc, twin-turbo, petrol	6 cyls in line, 2979cc, twin-turbo, petrol	V8, 6162cc, supercharged, petrol
Installation	Front, longitudinal, RWD	Front, longitudinal, RWD	Front, longitudinal, RWD
Power	503bhp at 5500-6250rpm	425bhp at 5500-7300rpm	577bhp at 6150rpm
Torque	516lb ft at 1750-4500rpm	406lb ft at 1850-5500rpm	546lb ft at 3850rpm
Power to weight	291bhp per tonne	260bhp per tonne	315bhp per tonne
Specific output	126bhp per litre	143bhp per litre	94bhp per litre
Compression ratio	10.5:1	10.2:1	10.7:1
Gearbox	7-spd automatic	7-spd dual-clutch auto	6-spd manual
Length	4686mm	4671mm	4988mm
Width	1810mm	1877mm	1899mm
Height	1442mm	1424mm	1457mm
Wheelbase	2840mm	2812mm	2915mm
Fuel tank	66 litres	60 litres	73 litres
Range	501 miles	449 miles	297 miles
Boot	435 litres	480 litres	496 litres
Front suspension	Multi-link, coil springs, adaptive dampers, anti-roll bar	MacPherson struts, coil springs, adaptive dampers, anti-roll bar	MacPherson struts, coil springs, adaptive dampers
Rear suspension	Multi-link, coil springs, adaptive dampers, anti-roll bar	Multi-link, coil springs, adaptive dampers, anti-roll bars	Multi-link, coil springs, adaptive dampers
Brakes	390mm ventilated discs (f), 360mm ventilated discs (r)	400mm ventilated discs (f), 380mm ventilated discs (r), carbon-ceramic	390mm ventilated discs (f), 372mm ventilated discs (r)
Wheels	8.5Jx19in (f), 9.5Jx19in (r)	9Jx19in (f), 10Jx19in (r)	9Jx20in (f), 10Jx20in (r)
Tyres	245/35 ZR19 (f), 265/35 ZR19 (r), Michelin Pilot Super Sport	255/35 ZR19 (f), 275/35 ZR19 (r), Michelin Pilot Super Sport	255/35 ZR20 (f), 275/35 ZR20 (r), Continental ContiSportContact 5P

MANUFACTURERS' CLAIMED FIGURES

It's certainly negligible enough that, given the superiority of the German saloons' driving environments on material quality, you'd struggle to justify the Antipodean in hard-headed terms. The VXR8's interior is like a discount-store tracksuit and trainers compared with the BMW's smart, restrained premium-brand fittings and the AMG's more lavish designer label luxury. The C63's is the cabin of choice by a distance. Add to that its sizeable lead over the Vauxhall on desirability and a modest one over the BMW on the same front and you have to conclude that the C63 is the car with which you'd want to live.

On ride and handling, the BMW comes into its own. You'd expect it to, but perhaps not quite to define its accomplishment exactly as it does. The M3 has a dynamic repertoire of astonishing breadth. It rides gently in Comfort mode, only to transform into the grippiest and most direct car here when you delve deep into its handling

abilities. It's a natural athlete that conducts itself every bit as keenly as its flared arches and huge, dished alloys hint that it will.

But what it forgets, somewhere along the way, is to flatter and engage you, or to make everyday, normal-speed motoring as flavoursome and exciting as the C63 does. Where the M3's steering wheel is weighty but muted, the C63's is tactile and encouraging. The AMG will respond with a languid shake of its hips, a flare of revs, a flurry of wheelspin and benign, playful, low-speed slide when the moment presents, while the BMW is more straight-laced.

The M3 knows how to lay down rubber – but mostly at high speeds and bigger angles and commitment levels than many would be willing to risk. And when the M3 does go sideways, it's a bit like someone has replaced those 275-section rear tyres with spacesavers and then covered the car's steering rack in bubblegum. You need to be very quick on the

steering to keep the car exactly where you want it and then be lucky in order to keep the car stable as it straightens up. The steering certainly isn't positive or feelsome enough to tell you when its front wheels are running true again.

In the final reckoning, it's the VXR8 that props up the order. It has to, given its spectacular underachievement against the clock. But it's a shortcoming you may care little about – and I'd wager you'll care even less after a drive in the car, which reveals itself in pretty short order to be a wonderful seven-and-a-half-tenths cruiser.

You mete out the GTS's speed in glorious fractions of an inch on its long-travel accelerator pedal, listening intently to the way that behemoth V8 is expressing itself, marvelling that a 500bhp saloon can still feel so honest and armchair-like, even in 2015. Drive it too hard and you'll be disappointed by several things: its lack of first-order pace,

the lightness of its steering under load, the softness of its directional responses and the way in which harsher surfaces trouble the structural integrity of its body and cabin. So you ease off to a speed at which you can savour that throwback muscle-car character. "Balls out," as our cork-hatted cousins would declare, "you'll have a ripper, mate."

But you won't be impressed nearly as much as by the M3, nor as excited as by the C63 S. Both are excellent driver's cars – and it's a struggle to recommend one above the other. The BMW undoubtedly handles more keenly, rides more sweetly and makes better use of the combusive firepower at its disposal.

But the C63 is more spectacularly endowed, has much greater charm and richness, greater communicative facets and better high-speed stability. And it makes every mile more memorable than in the BMW. That's what most of us want from a super-saloon, I reckon. **A**

HOW TO DRIVE LIKE

Yes, you really do need a Vauxhall Insignia and some traffic cones.
Matt Prior meets Rob Wilson, who helps F1's best sharpen their skills

PHOTOGRAPHY LUC LACEY



AN F1 RACER



What if I told you that a man who has trained more than half of the current Formula 1 driver grid does so on a bleak airfield in the Midlands, around some cones he drops out of the car door, in Autocar's old long-term Vauxhall Insignia?

Yeah, that's what I'd have thought, too. But here we are, at Bruntingthorpe Proving Ground, to meet a Kiwi former racing driver called Rob Wilson.

Wilson's racing CV is pretty good: he started in formula cars, briefly drove Indycars and was the first non-American/Canadian to race semi-regularly in Nascar. Later, he moved towards sports and endurance races: Le Mans, Bathurst, Daytona...

But within racing, Wilson is now

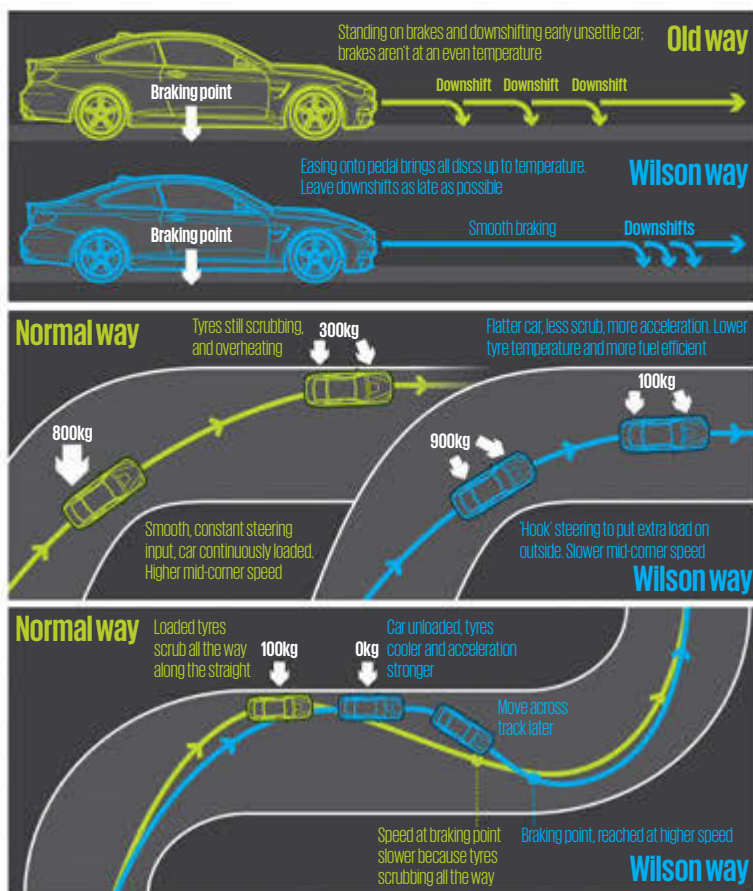
better known for what he does in a Vauxhall estate in Leicestershire: making today's fast drivers go faster.

Funny old thing, motorsport. In most sports, the leading exponents wouldn't dare go anywhere without their coach, and great mentors are celebrated. Yet a couple of years ago, I interviewed Nico Rosberg, who told me he didn't have a coach. At the mere suggestion of it, he looked at me like I was an idiot. He probably thought that quite a lot, though. The closest he'd admit was that his engineer, in some ways, occupied that role. For some drivers, it's like it's an admission of weakness; you're either fast enough or you're not. (The results of, say, Nissan's GT Academy suggest that it ain't so.)

The truth is, fast drivers do take coaching, too, sometimes off their

Wilson (on left) has coached the F1 elite; now it's Prior's turn





own bat and sometimes at their team's behest. And as often as not, Wilson is the one they turn to.

Wilson's training days start late, over a cup of tea, informally in Bruntingthorpe's offices. He tells you how it's going to go and a bit of theory behind going fast.

I've spent time with driver coaches before who are keen to just tell you who they've coached. They talk quickly and aggressively and don't take questions well.

Wilson isn't like that. He's calm and eloquent and listens to questions as well as he talks. Within, oh, about a minute, I know I'm in the company of someone who understands not just the racing lines of a specific circuit but the whole theory of speed – someone who understands physics.

He knows that not everything he'd like you to learn will be appropriate for every corner on every circuit. And he knows that there is more than one fast way of doing things. But ultimately, he knows that what he tells you today will make you a faster driver. It'll go into your noodle and you can call on it when driving fast "becomes a craft".

And it doesn't take a racing car on a specific circuit to learn it. In fact, the advantage of a four-seat family car is that an engineer can ride along, too, and feel the body movements Wilson would like them to understand –

movements that might not even show up on telemetry.

Some basics, then. Wilson doesn't just tell you "smooth is fast", because although broadly that's true, it's rather more complicated than that – and he might want you to be a touch more assertive with the car later.

Let's start with braking. Here, yes, smooth is good. He'd like you to introduce the brake pedal smoothly, because it brings all the discs to the same temperature, and they otherwise might snatch more on one side than the other. And avoid bumps.

Then we walk part of the track so that Wilson can show what he means. He points out surface imperfections and lumps to avoid. He says there might be "1000kg of load" on the wheels and that "every time you hit a bump, you take 200kg off, then reapply it". You can see pockmarks, a few yards after a bump, caused exactly by this, as tyres in effect land again. Ditto with downshifts: if you can feel it, even barely, weight is shifting and affecting a car's ability to slow as effectively. Engineers have smoothed downshift patterns, or drivers leave downshifts to the last minute, to smoothen – and shorten – the braking zone.

So smoothness is important. Likewise on turn-in, although instead of a turn-in point, Wilson talks of a "weight transfer point".

Even a slight adjustment on the wheel might "introduce a 300kg load" to the outside tyres, "which makes it easier to keep turning". Ideally, the wheels will be under-rotating – that is, travelling slower than the speed of the car – by around 3-5% under braking. "More than that is a lock-up", and you'd be trailing the brakes in, slowly bleeding off the brake pedal as you turn, so that you don't overload the tyres, right up to the point where their speed matches the road speed near the apex.

It's around the apex where Wilson's theories are at their most interesting. In historic racing, on rock-hard tyres that gave their best while sliding, the highest mid-corner speed possible via a long drift was fast. Today, when you must manage tyre temperatures and are looking for maximum traction, that might not be so.

"Tap your finger briefly on a really hot plate and it'll be okay," says Wilson. "But hold your hand for longer on a warm plate and it'll burn." It's an analogy he uses to describe "shortening a corner", which he demonstrates in the Insignia, applying a little extra steering lock mid-corner, so that you have to use less later.

You might take the load "from 800kg to 1000kg" in that moment, around the apex, but it'll turn you more to help you create "a flat patch", where the car is settled side to side. And a car with precious little lock applied and a settled weight balance will accelerate more quickly than one that's still on the ragged edge on the way out of a corner, accelerating while on the limit of lateral adhesion and scrubbing with perhaps 300kg of load on its outer tyres, which it is busily overheating. Wilson talks about flat patches a lot. It's a good thing.

Hence Wilson also suggests – and you'll spot more and more drivers doing this – holding their exit line and running as straight as possible down a straight, even if at some point they'll have to move across the circuit for the next braking zone. Move across early, even gradually, and you'll introduce scrub to the tyres early in your acceleration zone and you have to live with the consequences all the way down. Switch later and you don't.

And it's in these little details – there are more, lots more – where Wilson describes fast driving as "becoming a craft". I know what he means, but it doesn't feel to me like, I don't know, knitting a jumper; all of these things are subtle and happen within tenths of a second. It's one thing to know all this, quite another to be able put it into practice, which is, I suppose, what separates really fast drivers from the likes of us. Even if they don't like to talk about it. **A**

Applying a little extra lock mid-corner helps to boost exit speed



WILSON TALKS A LOT ABOUT A
'FLAT PATCH'. IT'S A GOOD THING



Apply the brakes smoothly to avoid snatch



Bumps cause unwanted weight transfers



WHAT DO YOU DO ALL DAY?

Andy Palmer is relishing his role as Aston Martin CEO. **Steve Cropley** shadows him for a day at the office

PHOTOGRAPHY LUC LACEY



Palmer's day begins with a brisk commute to Aston Martin's Gaydon HQ (right) in a company Rapide (below)

After nine months in the job, Aston Martin's new CEO, Andy Palmer, is still making up for lost time. There was much joy and relief when the Stratford-born 52-year-old left a top Nissan post late last year to take charge at Gaydon, although, as every Aston watcher knew, the challenges were massive.

Aston had been leaderless for a year. Its range was overdue for renewal, its global markets needed reorganisation, its core technology was changing and the needs of its shareholders – Italian, Kuwaiti and German – needed corralling into a single set of objectives. Could one man do all that?

Palmer made a flying start. He charmed and calmed the troops at Gaydon. On gardening leave from Nissan, he had part-invented what soon became Aston's 'Second Century Plan'. ("I wasn't working," he says, "but I was thinking.") He schmoozed suppliers and Aston owners, and all the while his inquisitive eye was looking into neglected corners and watching markets, even those where you count Aston sales on the fingers of one hand.

I watched all this, wondering what the new CEO was really like. He was dynamic, but could he keep it up? Would the new philosophy stick? A few months ago I asked if I could hang out with Palmer for a day, to see things from the sharp end. He liked the idea, which is why early one Wednesday last month I was sitting in the kitchen of his house in Northants, about 40 minutes' drive from the office.



6.30AM

Palmer and his wife, Hitomi, are ready for breakfast when I arrive. Hitomi is a superb cook and we tuck into a delicious full English while Palmer outlines his morning: a catch-up with technical assistant Nikki Rimmington (not a PA, but a young high-flier shadowing the CEO), a warts-and-all Asia Pacific sales review, a meeting of Palmer's new female advisory board to discuss buyer research from Shanghai, and a visit to the design studio.

7.20AM

Palmer punts his Rapide towards Gaydon with brisk precision, taking care not to rile people in lesser cars. Some will be his colleagues. Succinctly, he summarises Aston's challenges: introducing →







Superb DB9 model decorates office (top); Palmer quizzes Asia sales team by phone (left), solves problems with quality experts (below) and chats with Indonesian female clients (bottom)



← “clinical quality” into its cars, bridging the earnings gap to the new range with specials like the GT12, Vulcan “and a couple of others”, and embedding cost-cutting into Aston’s corporate psyche so the company develops a free cash flow by 2018. “It’s not sexy,” he says of the last point, “but it’s really important.”

With progress in those areas, Aston Martin will be ready to replace the DB9 and Vantage, moving them farther apart in look and character. After that, there will be models for new niches, such as the DBX crossover and the Lagonda Taraf saloon, the latter recently promoted from a Middle Eastern plaything to a model for the world. “In future, we can’t afford the feast-to-famine cycle where volume swings from 4000 to 7000 a year,” says Palmer. “Introducing new models such as DBX and Lagonda and stabilising sports car production at around 7000 a year will help us to avoid that.”

8.30AM

Palmer has been at his desk for 15 minutes, riffling through post that includes Autocar. Rimmington summarises his agenda, reminding Palmer about the presence of a group of female visitors from Indonesia, marshalled by a forceful lady dealer from Jakarta. Some are ‘prospects’ and the CEO needs to say hello. Then engineering director Ian Minards pops in with news of a successful crash test for an experimental Aston. “Crash results are like waiting for your kids’ exam results,” Palmer says with a grin. “This one passed.”

8.45AM

The Asian sales review is a conference call featuring half a dozen experts at this end and a pleasant-sounding bloke called Patrik Nilsson, the Asian regional director, at the other. There begins a



serious examination of Aston’s sales performance, with Japan and Korea soon identified as priorities for improvement. The air is full of unfamiliar terms: closure rates, hot and new prospects, wholesale numbers and leads per quarter (the figure is 4800; Palmer expects 6000 and stridently says so). In his office, later, I learn that there’s a remarkably accurate correlation between leads and realised sales, which is why 4800 against a 6000 target isn’t enough. As Nilsson’s voice fades, I know I wouldn’t want his job.

10.00AM

Back in Palmer’s office, an impressive market intelligence expert, Carlee Hardaker, presents fascinating info about how the DBX and Lagonda have played with potential female buyers surveyed in Shanghai. Why does this matter? First, because female luxury buyers are remarkably numerous (30% of Chinese Ferrari buyers are women). Second, because the findings will inform progress of the DBX. Third, because Palmer is keen to expand his embryonic female advisory board to eight or nine women worldwide, and this shows the validity of the idea.

Killer facts flow with density and speed. Palmer laps it up and I struggle. The women find Aston’s brand story a key attraction, says Hardaker, like Hermes in the handbag world. The DBX concept has received wide approval, although its proposed electric powertrain hasn’t. Some women wonder if two doors are enough (in production the car will have four) and whether there’s enough rear and boot space. But they ‘get’ the car, and Palmer is encouraged. The Lagonda doesn’t fare so well; it’s a bit too similar to a Rapide, says the research. Perhaps the trouble is the Lagonda brand is less well understood in Asia.

10.50AM

We walk quickly to a stand-up meeting on quality – not just manufacturing faults but stuff like dealer treatment of customers. In January Palmer kicked off a new, nine-step system of identifying and defeating faults, and the group is collectively proud that the number has been reducing weekly. We talk sun-affected leather (new adhesive adopted), corrosion around door handles (process modified) and trapped earth wires (assembly procedure changed). Some of the group look uncertain about a hack being alerted to rare Aston faults, but the truth is that I’m simply impressed with the rigour these people apply to fixing things. Were I an Aston owner, I’d love this meeting.

11.30AM

We walk through a glass tunnel into the inner sanctum of the design studio where Palmer is to join design director Marek Reichman and chief designers Miles Nurnberger and Matthew Hill to review a new model. My brief is to watch the process while not getting over-inquisitive about the cars. It’s a tall order.



Palmer admits he loves the job; he checks out a rare, expensive GT12 race car (below) before rushing off to China (bottom)



The studio is a light, ballroom-sized space with many projects under way, some covered but most exposed to my gaze. As is well known, the priorities are replacements for the DB9 and Vantage, plus the creation of several limited editions. Farther away are a new saloon (maybe not a Rapide) and the DBX. Palmer hasn't seen the car he's come to review for a week, and key styling features have changed. But he gives his okay quickly and informally and then, pausing only to scan an interior buck whose features are quite different from anything in production, we head upstairs for a sandwich. As we eat, Palmer describes some of the hidden difficulties of being a car maker. The project I've just seen, for example, has had to be finished in far less time than normal, "because a delay would take £50 million off our 2018 turnover".

12.30-12.45PM

Palmer chats with the Indonesian women, who crowd around, delighted to meet him. No fewer than nine are 'prospects'. If four or five buy, as should happen, it's another million in the coffers.

1.30PM

Time for a meeting about cutting costs. Palmer knows that this is a permanent activity for successful companies; you don't just do it when you're in trouble. Insults may fly, he warns, in which case I'll be asked to leave. But things go calmly, possibly because no one wants to be the bad cop. Concessions are made. I learn how the company can save £200,000 a year just by machining its alloy wheels in a different way that makes no difference to the buyer. There is also a discussion around 'corrected grain leather', a material already used by Bentley that can cut trim costs. Most buyers will go for an upgrade anyway...



'WHEN I TOOK THIS JOB, I WAS SURE PEOPLE WOULD SAY I WAS MAD'

2.30PM

For the first time, Palmer has to depart from our programme for a secret pow-wow, so I troop off to inspect Gaydon's new but already well-integrated £5 million chassis and body shop. My guide is Keith Stanton, director of Aston's manufacturing operations. "These days we build everything knowing we'll have to add to it," he explains. The process of bonding and riveting extruded aluminium components into an all-aluminium chassis tub, which will be conducted here, looks familiar but has been refined by much experience.

3.30PM

Palmer must depart for Heathrow. Tonight he's on an overnight flight to Shanghai to represent Aston (alongside McLaren and Lotus) in discussions on how Chinese CO₂ limits are affecting luxury car sales. On Friday he'll be in Beijing for a market review and to conduct a new dealer "beauty contest", and by Sunday night he'll be home again.

On the way we call in at Wellesbourne, where Aston Martin has a discreet Special Operations and Racing department, run by consummate engineer David King. This is the place where cars such as the James Bond Astons are prepared, along with the likes of the GT12, the Vulcan (£1.5 million plus taxes) and the original Lagonda. This is hallowed turf.

4.30-6.00PM

We head to the airport, Palmer fully employing the ACPO guidelines in his choice of a motorway cruising speed for the Rapide. After a day's hard work, we have time at last to discuss the essential appeal of the Aston boss's job. "From a very early age I wanted to be the CEO of a car company," he says, "but when I decided to take this one from Nissan, I was pretty sure people would say I was mad. As far as I know, Aston has only been profitable for a few of its 102 years, and for only one of its owners. What were the chances of success?"

"But the reaction has been great – not that I would have minded if it hadn't been. I'm 52, and I know the vital model generation will be the one after this, the one we pay for ourselves. I want to be around to make it happen. Call it arrogance, but I'm aware people remember every CEO of Aston Martin, and there's something to be said for writing a bit of British car history. Call it giving something back." **A**

Jaguar XE

Expectations are high and the competition fierce. Can it deliver?

MODEL TESTED 2.0 200 R-Sport

● Price £29,740 ● Power 197bhp ● Torque 236lb ft ● 0-60mph 7.6sec ● 30-70mph in fourth 7.7sec
● Fuel economy 29.9mpg ● CO₂ emissions 179g/km ● 70-0mph 45.3m

For as long as there has been a Jaguar, there has been an edition of Autocar to reflect on its merits. Through these pages, therefore, has passed a long list of Jaguar models – some forgettable, a few lamentable and some of them among the most beautiful and evocative cars ever built. All have their place in the narrative arc of one of Britain's best-loved firms, and its finest moments still provide the lodestones by which grace and beauty and growl can be historically measured.

With the XE, Jaguar is not necessarily looking to add to its crown jewels. There will be no old

WE LIKE Class-leading ride and handling ■ Pleasingly finished interior ■ Competitive performance



● The bi-xenon headlights are a trim upgrade on R-Sport and Portfolio and come with the J-Blade LED running lights that Jaguar has been nursing as a brand identifier for some time.



● As standard from entry level, the XE wears 17in wheels. The R-Sport upgrades those to 18in and an extra £2k buys these twin-spoke 19in alternatives.



● The panoramic sunroof is a desirable £1000 addition. Or for £400 more, you can have the Glass Pack, which adds privacy glass and a sun blind for the rear windscreen.



● The contrasting black trim in the grille surround, front bumper blades and power vents is part of a £500 Black Pack. Without it, those elements all appear as chrome.

men 50 years from now mistily recalling the summer spent at its wheel. That's what the F-Type is for.

The task before the XE is more about the bottom line, which makes it exponentially more important. Although the existence of Jaguar is virtually assured by the huge pile of money being amassed by its Land Rover sister, its status as a proper, profitable mainstream car maker is contingent on the kind of volume that only a compact executive saloon like the XE can generate.

Succeed, and the brand's three-decade struggle to establish itself as a functioning alternative to the



X-Type fell short of buyer expectations

premium German manufacturers finally gains a sustainable foothold. Fail, and its current standing as Jaguar Land Rover's low-volume, low-hip-point fun division ossifies, perhaps for good. To an extent, we've

been here before, with the X-Type, whose arrival in 2001 brought hope of the same thing. Ultimately, it failed and it has taken Jaguar a long time, and a new owner, before it has been prepared to climb back in the saddle.

With the stakes high, Jaguar has bet the farm. There's a new platform, an entirely new engine – diesel first, petrol later – and even a new factory.

From launch, there will be five trim levels, four variants of four-cylinder motors and a petrol V6, priced from just shy of £27,000.

We've driven the diesel extensively already. Here, we test the 197bhp turbo 2.0-litre petrol R-Sport version.

DESIGN AND ENGINEERING



It's possible that you might find the XE underwhelming to look at. Clearly, Jaguar has not used the same magic markers with which it penned the Project 7 or even regular F-Type. What it has done instead is build on the groundwork laid by the XF and XJ to produce a sleek, compact saloon that is very recognisably a Jaguar.

Underneath, though, it has been far more intrepid. The XE is the first Jaguar to use the iQ(AI) platform, →

WE DON'T LIKE High CO₂ with this engine ■ Less rear leg room than in most rivals ■ Boot is smaller, too



● In past models, a power bulge has usually been more a pleasing design detail than necessity. Not so in the compact XE; the diesel engine option is packaged to the millimetre.



● The R-Sport gets a slightly meaner front bumper to focus the XE's scowl, but it's the deeper sills that make for a more muscular presence in the flesh.



● Out back, the R-Sport model's distinguishing feature is the bootlid spoiler. Modest it may be, but with the other trim levels going without, it's a decent enough hat tip to sportiness.



● Yes, we'd prefer the big cat to be Jaguar's solitary badging effort, too. But elsewhere in the world, the brand suffers from a lack of recognition – so the lettering stays.



● Novel release for the steering column adjustment is this dial rather than an under-column lever. It feels a touch flimsy, though.



● Illuminated treadplate adds a touch of sparkle from a more exotic class of car, albeit for an additional £375.



● Stitching is nicely finished (in contrasting colour on this R-Sport model) and the vent surrounds look metal, even if they're not.



MULTIMEDIA SYSTEM

Eight buttons surround the edge of the XE's 8.0in touchscreen, although not all open up sub-functions on the screen. There are ones for parking sensors and park assist, too.

On the screen's homepage, you get four options: navigation, climate control, entertainment and telephone. They're labelled, sensibly, with the current status of each – what music's playing, what the temperature is – rather than just the name of the sub-system.

Each is then controlled via the touchscreen. The XE gets digital radio, and although that insists

on showing you which ensemble the station is in, it updates its lists swiftly. The quality of the audio is good as well.

You also get good-quality audio if you've hooked up the phone to the car's Bluetooth, and the navigation system responds acceptably quickly to inputs. You can scroll around the map with a swipe of the finger if you want to pick a location that way, but it's not as fast as the system in the new Volvo XC90 at doing that.

Screen resolution and the colours and graphics used, though, are pretty decent, if not as cohesive as those in BMW's iDrive system.

← an all-new piece of modular architecture destined to underpin cars as diverse as the next XF and Range Rover Evoque. Aluminium, JLR's go-to material, accounts for 75% of the body weight in the XE, with most of the rest being the high-strength steel found in the doors, boot and rear underbody (for better weight distribution) and in the B-pillars as a reinforcing element.

Use of the alloy makes the platform slightly lighter than that of its rivals, but overall the car is not – a fact partly attributable to Jaguar's insistence that it use not only front double wishbones in the XE but also its Integral Rear Link suspension in place of a conventional multi-link. The engineers were willing to absorb the weight penalty because it does a better job of isolating the driven rear wheels from unwanted directional forces, helping to deliver the superior mix of suppleness and agility that typically distinguishes a Jaguar from its rivals. Similarly, the state of tune sought in the electrically assisted steering is intended to be redolent of the immediacy of the F-Type's.

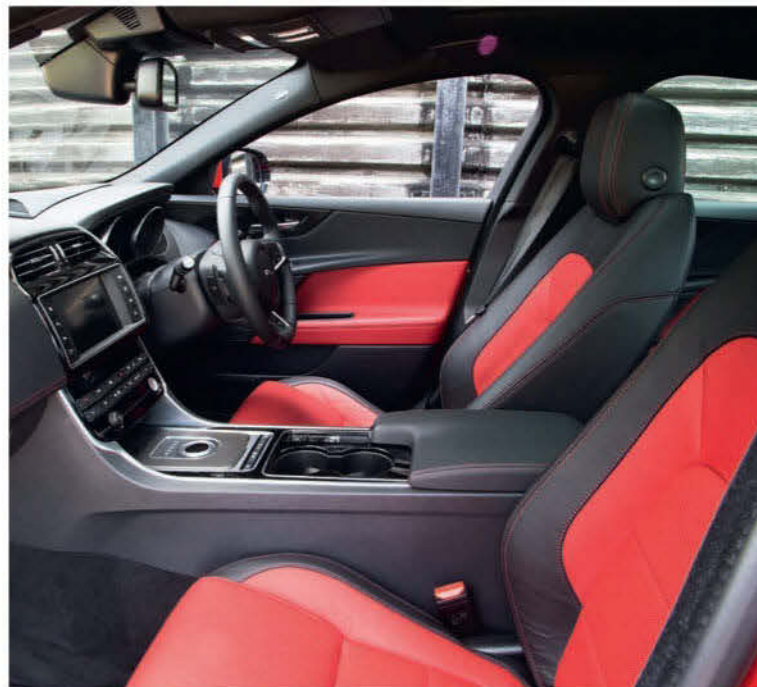
Currently, one engine carries over from the F-Type, too: the 335bhp 3.0-litre V6. Other engines are a mix of existing and new units. The big

news will be JLR's new engine family, called Ingenium, which is a genuine clean-sheet design. Both petrol and diesel versions will be based around a common block, sharing the same bore and stroke, 500cc cylinder capacity and spacing.

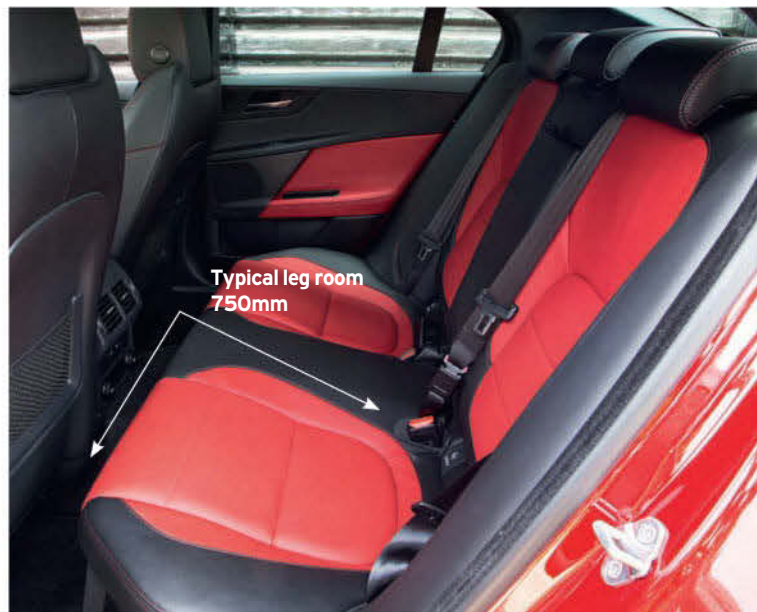
Like the platform, there is an inherent modular flexibility to the engine's anatomy, so both down and upsizing are already anticipated. It arrives first in diesel form, which will be the subject of a group test on these pages in the coming weeks. In lower-powered diesel guise, with a new six-speed manual gearbox, it develops 161bhp and 280lb ft of torque while returning 74.3mpg combined and emitting just 99g/km of CO₂. Even the 178bhp version, with 317lb ft on tap, manages 67.3mpg and 109g/km. The optional eight-speed automatic tempers the figures a little, but the XE is safely among the class leaders.

Four-cylinder petrol Ingenium units won't arrive until next year – a sensible enough decision on Jaguar's part. The diesels will steal the majority of sales, after all.

Initially, then, the 2.0-litre petrol unit is the one found in the XF and XJ. Built in Valencia, Spain, this Ford-sourced but tweaked-for-Jaguar four-cylinder engine is available in →



● Ten-way electrically adjustable seats are an option, but selecting the contrasting colour is free – although, thankfully, not compulsory.

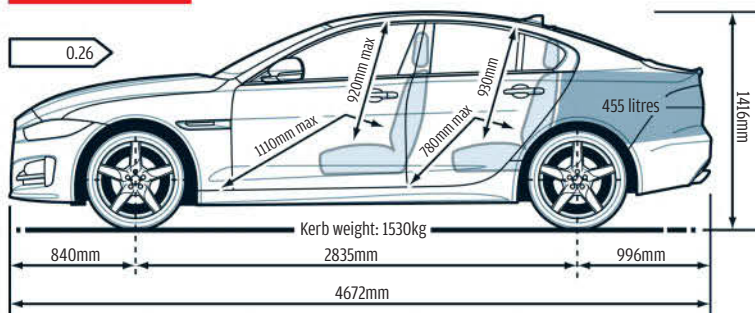


● Rear cabin of the XE doesn't look particularly generous, but against the tape measure it's only a centimetre or so shy of the best cars in the class.



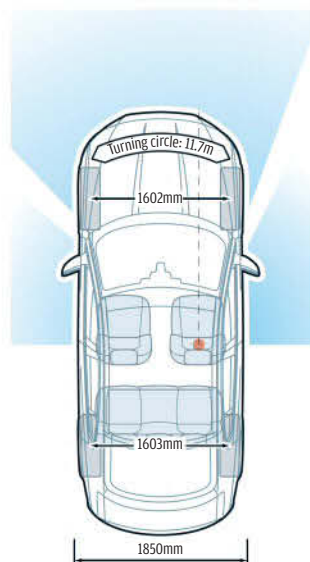
● Boot is narrow at its narrowest – manoeuvring loads such as golf clubs into it can be fiddly – but it's wide enough to accommodate them once they're in.

HOW BIG IS IT?



VISIBILITY

Respectable by modern standards, although you can't see where the bonnet finishes. Sensors are positioned where you need them.

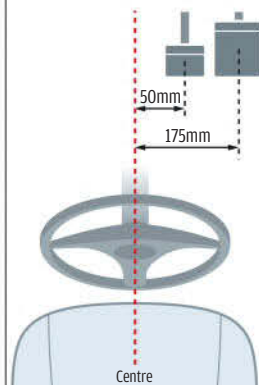


HEADLIGHTS

Good on main beam, excellent on high beam.

WHEEL AND PEDAL ALIGNMENT

Well spaced, with the brake pedal slightly to the right, which is fine. Good feel, too.



← 197bhp and 236bhp outputs and is mated exclusively to a ZF eight-speed automatic transmission.

INTERIOR

★★★★★

The general industry-wide shift towards making cleaner, less cluttered interiors is mirrored in the new XE, whose dashboard is dominated by a large central touchscreen. Around it, there are eight buttons that you can consider first-tier menu buttons, and there are just two discreet rows of push-buttons below the screen. All are very straightforward and logical, too – you can control the temperature without having to bother the touchscreen, for example – if lacking in outright character and flair.

Colours are reserved – at least on R-Sport models, although less overtly ‘sporting’ trim levels can move away from black – and there

aren’t detail touches like the slow-rotating air vents or electrically buttoned glovebox opening of the early XFs. That’s probably sensible when you work out the cost of fitting them compared with the number of people for whom it’s a deal-breaker. The ‘surprise and delight’ will come elsewhere, Jaguar hopes.

But what’s in place is good. It feels well assembled, the perceived quality of materials is high and things are laid out logically. The gentle twist and rise of the automatic gear selector is, to be fair, still a neat touch and, coupled with an electronic handbrake switch, makes plenty of room in the centre of the transmission tunnel for an armrest, two large cupholders and an array of switches to adjust the drive modes. More on those later.

The driving position is also sound. Standard R-Sport cars get eight-way adjustable seats. There are 10-way (fitted to our test car) and 14-way adjustable options, too. However, all

give the same net effect: a seating position notable for the fact that you become quickly unaware of it. The seats are comfortable and supportive, the wheel brought easily into reach and the dials clear.

Things are not quite so impressive in the rear of the cabin, where the seats have a smidgen less room than the leading cars in this class. It’s only a centimetre or two here and there, you might argue, and in a bench usually only occupied by children anyway. Fair point. As a £400 option, the rear seatbacks can split 40/20/40 to augment a 455-litre boot – again, smaller than the class norm but not by a substantial margin.

PERFORMANCE

★★★★★

JLR’s push towards powertrain autonomy is not just about improving engine performance but also about getting true control of its own

engine destiny. In our experience, this turbocharged Ford unit has some pretty pleasing attributes. It’s quiet yet makes a healthy noise when you want it to, and its delivery is strong. Where it’s less impressive is in its on-paper emissions and fuel economy, one of Jaguar’s frustrations at the XE’s launch and why it’ll want its own units as soon as possible. We’ll come to that later.

In the meantime, though, sit in an XE and push the starter and the engine fires to a muted idle. There’s nothing here to suggest that this is an old unit overdue for replacement. It eases away from rest smartly enough and the initial change feels smooth and precise. ZF’s eight-speed automatic transmission wouldn’t have it any other way.

In general driving, then, the XE is an easy-going car in which to bumble around. On the odd occasion, downshifts are a little sluggish to arrive, as the gearbox software hangs on to a higher gear to

TRACK NOTES

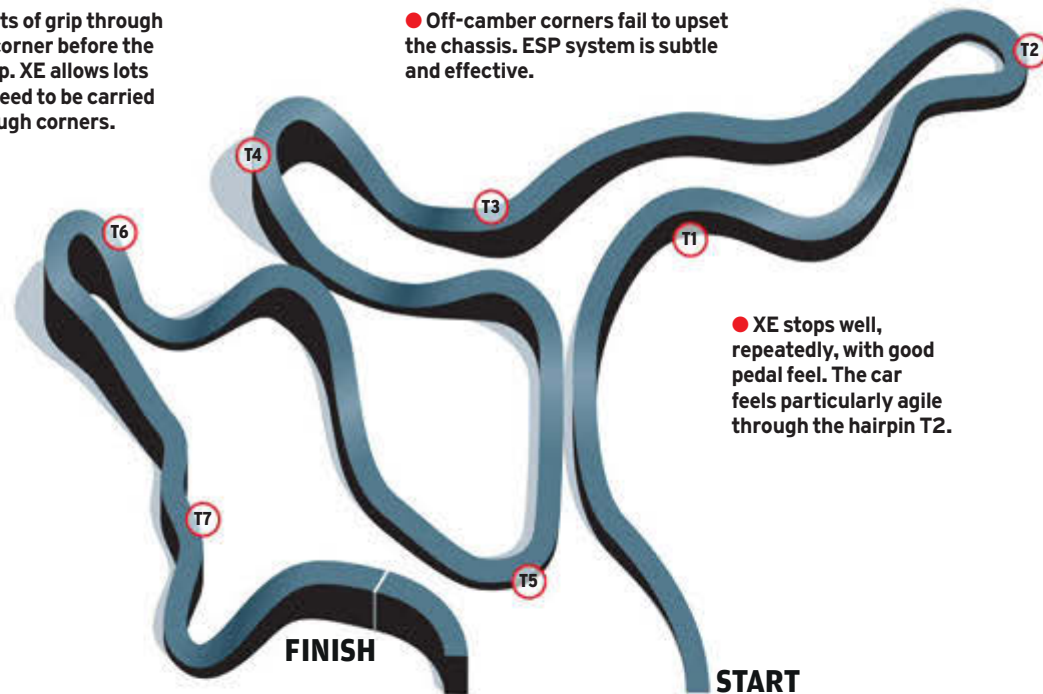
Millbrook’s hill route is a decent replica of a set of Welsh mountain roads, the kind of which the XE would have been signed off on. It involves lots of turning, which is one reason why Jaguars steer so smoothly and slickly, we suspect: they’re developed on roads with lots of turns.

It’s also why the XE’s suspension is so adept at absorbing different bumps on each side of the car, and why its body control is impeccable on this route. And on these tyres, grip is phenomenal. It has much more grip and traction than power, with hardly any understeer and no question of poke overwhelming the rear tyres.

● Lots of grip through the corner before the yump. XE allows lots of speed to be carried through corners.

● Off-camber corners fail to upset the chassis. ESP system is subtle and effective.

● XE stops well, repeatedly, with good pedal feel. The car feels particularly agile through the hairpin T2.



ACCELERATION 20deg C, dry

Jaguar XE 2.0 200 R-Sport

Standing quarter mile 15.9sec at 91.0mph, standing km 28.5sec at 118.5mph, 30-70mph 6.7sec, 30-70mph in fourth 7.7sec



Lexus IS300h Premier (25deg C, dry)

Standing quarter mile 16.3sec at 90.1mph, standing km 29.0sec at 116.6mph, 30-70mph 7.3sec, 30-70mph in fourth na



BRAKING 60-0mph: 2.7sec



Conflicting demands of ride comfort and body control are balanced expertly here



Its responses are in tune with our testers' expectations. This is the most pleasing car in the class to drive

maintain its economy, but such is the turbocharged petrol engine's torque delivery that it's seldom a great hardship; its 206lb ft peak arrives at just 1750rpm, and down there it's more responsive than most diesels. If it's too much, response to a left-paddle pull is swift anyway.

The XE is quick enough. Against the clock, it hauled itself to 60mph along Millbrook's mile straight in 7.6sec. That's a few tenths slower than is claimed for an Audi A4 2.0 TFSI or BMW 320i but not a difference that'll feel noticeable in the real world. Simply, this is a car of sufficient performance to keep pace with any modern traffic, accomplish sensible overtakes and entertain you with its demeanour in the process. It's quiet on part-throttle and spins freely and with a peppy, smooth sound to its 7000rpm redline, although there's no great compulsion to take it there, given that peak power arrives at 5500rpm.

When Jaguar's new range of petrol engines does arrive, then, it's the on-paper rather than on-road performance they'll have to improve – especially given that the current unit is pretty economical if you drive carefully. On a restrained motorway run, it's possible to nudge towards 50mpg, and although we suspect most owners, in general driving, will see closer to 40mpg, you should do

better than the 29.9mpg we returned during our whole test period, which involved more spirited driving.

RIDE AND HANDLING

★★★★★

It's tempting to say that the driving experience of the XE is like its seats and driving position, in that very quickly you don't give it a second thought. But that risks making the Jaguar's dynamics sound forgettable and uninteresting, which isn't the case at all. It's just that it's so easy to drive because its control weights and responses are entirely in tune with our testers' expectations. Be in no doubt: this is the most pleasing car in the class to drive.

It's fair to assume that a car will work best on the roads of the country in which it was developed, but even on our earliest drives of the XE, in Spain, we knew that we were in a car with class-leading dynamics. The addition of 19in wheels to our R-Sport test car has done little to adversely affect the ride, which is deftly controlled and never crashy, whether you keep the drive mode in Normal or place it in Dynamic, which firms the damping and adjusts the steering weight. But unlike in some models, where one setting is too firm and the other too soft because some

managers decided there needed to be more distinction between the two, both modes on the Jaguar are eminently usable, with only subtle distinctions between the two.

However you set the mode, the XE is at once relaxing yet engaging. It steers with middling weight but easy, predictable reactions, responding off straight-ahead with a positive, natural build-up of weight and feel and retaining a stiction-free, oily smoothness throughout its 2.6 turns between locks.

That its dynamics are as accomplished as they are is a credit to its engineers and presumably to the XE's hardware. There's the Integral Rear Link, whose weight and cost per unit Jaguar tolerates not only because it gives superior dynamics but also because it'll be used on the forthcoming XF, and having the same set-up on both cars is cheaper in the long run. At the front, meanwhile, there are double wishbones on each side, so the XE's spec sheet is as good as it gets. Nevertheless, the engineers who set it up should take a bow.

BUYING AND OWNING

★★★★★

For the XE to stand a fighting chance of catching a fleet manager's eye, it was necessary for Jaguar to produce

a genuine sub-£30k rival to the 320d and C220. As a collection of figures, the lower-powered diesel engine in entry-level SE format provides Jaguar with its rock star. Sub-100g/km, 75mpg potential, 8.4sec to 62mph, intervals of more than 20,000 miles between services, standard 17in wheels and 8.0in of infotainment touchscreen are almost the ideal numbers on which to prop a compact executive range.

The mid-range seems decently catered for, too. As well as the mildly enhanced R-Sport tested here, there are Prestige and Portfolio trim levels, which offer differing degrees of leather-bound luxury. Jaguar has no immediate answer for the mighty oil-burning performance delivered by the 330d or its ilk, but again – for the time being – the lustier 2.0D Ingenium's 317lb ft of torque might just look like decent recompense for its predictably superior efficiency.

Among its petrol-engined equivalents, the XE is arguably less competitive than it ought to be. Failing to trouble the combined economy of the outgoing 320i or the 328i (both powered by the same 2.0-litre four) is regrettable, and although the petrol XE's CO₂ may be a less essential measure than in the business-focused diesels, a near-30g/km gap in emissions remains decidedly unsatisfactory. →

JAGUAR XE 2.0 200 R-SPORT

On-the-road price	£29,740
Price as tested	£41,530
Value after 3yrs/36k miles	£14,450
Contract hire pcm	£456.96
Cost per mile	58.6p
Insurance/typical quote	27/£741

EQUIPMENT CHECKLIST

Cruise control with speed limiter	■
Sports suspension	■
R-Sport body styling	■
Heated front seats	■
Dual-zone climate control	■
SD card navigation	■
Automatic headlights and wipers	■
8.0in InControl Remote Premium multimedia system with DAB radio	■
Italian Racing Red paint	£620
19in Venom alloy wheels	£2000
10-way electric front seats	£765
Panoramic glass sunroof	£1000
Meridian audio system	£500
Heated R-Sport steering wheel	£185
Advanced parking assistance package	£1000
Heated electric door mirrors	£275
40/20/40 split-fold rear seats	£400
Head-up display	£1435
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

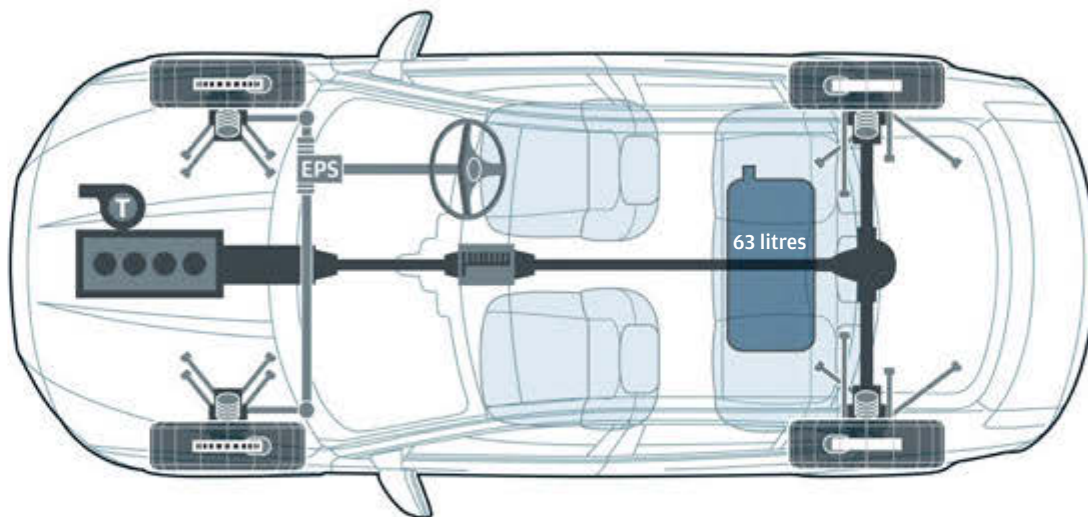
ENGINES	POWER	FROM
2.0 200 SE	197bhp	£26,990
2.0 240 R-Sport	237bhp	£33,090
2.0D 163 SE	161bhp	£29,775
2.0D 180 SE	178bhp	£30,275
3.0 S	335bhp	£44,865

TRANSMISSIONS

8-spd automatic ■
(6-spd manual standard on 2.0D; 8-spd automatic £1740 option)

TECHNICAL LAYOUT

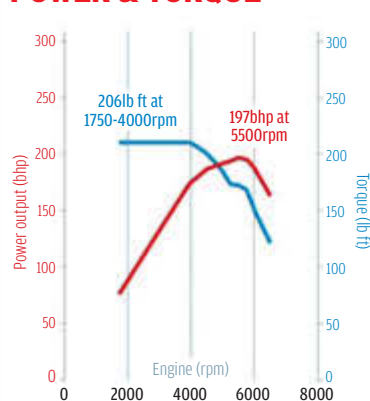
A lightweight 'aluminium-intensive' monocoque is the big coup claimed for the XE. The superstructure is 75% aluminium. Four-cylinder and six-cylinder engines are mounted longways and drive the rear wheels. Front suspension is by double wishbones and the rear has an 'integral link', which is a more sophisticated multi-link arrangement than the class norm.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	4 cyls in line, 1999cc, turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	87.5mm/83.1mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	197bhp at 5500rpm
Torque	206lb ft at 1750-4000rpm
Red line	7000rpm
Power to weight	129bhp per tonne
Torque to weight	135lb ft per tonne
Specific output	99bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Aluminium/steel m'coque
Weight/as tested	1530kg/na
Drag coefficient	0.26
Wheels	8Jx19in (f), 9Jx19in (r)
Tyres	225/40 R19 (f), 255/35 R19 (r), Dunlop SP Sport Maxx RT
Spare	Repair kit

TRANSMISSION

Type 8-spd automatic
Ratios/mph per 1000rpm
1st 4.71/4.8 2nd 3.14/7.2 3rd 2.11/10.7
4th 1.67/13.6 5th 1.29/17.5 6th 1.00/22.6
7th 0.84/26.9 8th 0.67/33.8
Final drive ratio 3.42:1

ECONOMY

TEST	Performance	15.6mpg
	Touring	48.7mpg
	Average	29.9mpg
CLAIMED	Urban	27.7mpg
	Extra-urban	47.1mpg
	Combined	37.7mpg
	Tank size	63 litres
	Test range	414 miles

SUSPENSION

Front Double wishbones, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electro-mechanical, rack and pinion
Turns lock to lock 2.6
Turning circle 11.7m

BRAKES

Front 316mm ventilated discs
Rear 300mm solid discs
Anti-lock Standard, with Brake Assist

CABIN NOISE

Not tested

SAFETY

ABS, DSC, ASPC, EBD, Brake Assist
EuroNCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 179g/km
Tax at 20/40% pcm £149/£297

ACCELERATION

MPH	TIME (sec)
0-30	2.9
0-40	4.2
0-50	5.8
0-60	7.6
0-70	9.8
0-80	12.2
0-90	15.6
0-100	19.0
0-110	23.7
0-120	30.8
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

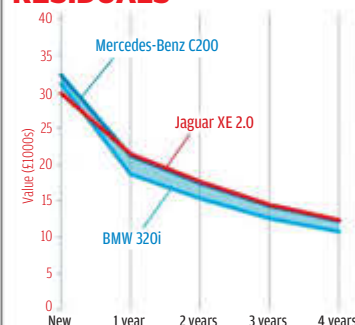
MPH	2nd	3rd	4th	5th	6th	7th	8th
20-40	2.3	3.2	4.1	-	-	-	-
30-50	-	3.0	3.6	5.0	-	-	-
40-60	-	3.1	3.7	5.0	6.7	9.3	13.8
50-70	-	3.8	4.1	5.2	6.9	9.4	13.3
60-80	-	-	4.6	5.6	7.1	9.8	13.9
70-90	-	-	-	6.2	7.5	10.4	15.8
80-100	-	-	-	6.8	8.6	-	-
90-110	-	-	-	8.2	10.1	-	-
100-120	-	-	-	-	-	-	-
110-130	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	34mph 7000rpm
2	50mph 7000rpm
3	75mph 7000rpm
4	95mph 7000rpm
5	123mph 7000rpm
6	147mph 6495rpm
7	147mph 5455rpm
8	147mph* 4351rpm

RPM in 8th at 70/80mph = 2047/2339

RESIDUALS



● Our sources predict a sizeable advantage for the XE; 3 Series' showing will improve with its facelift.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the XE, contact Jaguar Customer Relationship Centre, Abbey Road, Whitley, Coventry, CV3 4LF (0345 303 2303, jaguar.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

Jaguar XE

AUTOCAR VERDICT ★★★★★

XE hits the spot, matching the best of its German rivals at their own game



During the past three years, if you'd asked us which compact executive car you should buy, we'd have had only one answer: a BMW 3 Series. Yet Jaguar has today launched a car that feels as good inside as the BMW, is virtually as accommodating and, crucially, is for the most part better to drive. Certainly, it excels over the other main players in this sector, the Audi A4 and Mercedes-Benz C-Class. In doing that, Jaguar has done what Lexus, Infiniti and others could not.

Jaguar hasn't just made an alternative to the big three – offering something a little different, a touch quirky – to snare a few buyers. Instead, it has been brave enough to make a car capable of taking on the established players at their own game. Because it has put a lot of stock into interior feel and dynamic ability, it has succeeded. There's still a little work to be done to make this engine as appealing as the XE deserves, but be in no doubt about its abilities. Ask us which compact executive car you should buy and today we would give you a very different answer from yesterday.

TESTERS' NOTES



NIC CACKETT
Flick the drive mode into Dynamic and the dials turn the obligatory red, but it isn't so bright that you feel a div being in it.



MATT PRIOR
USB and aux sockets are tucked away beneath the centre armrest, so you don't have to worry about hiding cables and devices when you leave the car unattended.

SPEC ADVICE

Many compact exec essentials – sat-nav, cruise control, dual-zone climate control, DAB tuner, Bluetooth, rear parking sensor – are standard across the range, so stepping up the trim levels is as much about styling and internal opulence as kit. That said, the Meridian stereo (£500) and heated steering wheel (£185) would make our tick list.

JOBS FOR THE FACELIFT

- Eke out an extra inch of rear leg room.
- Hopefully, the petrol motor will be more CO₂-friendly by then.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	JAGUAR XE 2.0 200 R-Sport	BMW 320i M Sport auto	MERCEDES-BENZ C200 AMG Line auto	AUDI A4 1.8 TFSI S line m'tronic	LEXUS IS300h F Sport
Price	£29,740	£31,120	£32,185	£30,805	£32,495
Power	197bhp at 5500rpm	181bhp at 5000rpm	181bhp at 5500rpm	168bhp at 3800-6200rpm	220bhp
Torque	206lb ft at 1750-4000rpm	199lb ft at 1250rpm	221lb ft at 1200rpm	236lb ft at 1400rpm	163lb ft (not inc electric motor)
0-60mph	7.6sec	7.3sec (claimed, to 62mph)	7.3sec (claimed, to 62mph)	8.3sec (claimed, to 62mph)	8.1sec
Top speed (claimed)	147mph	146mph	146mph	140mph	124mph
Fuel economy (combined)	37.7mpg	43.5mpg	53.3mpg	47.1mpg	61.4mpg
Kerb weight (claimed)	1530kg	1475kg	1465kg	1470kg	1620kg
CO ₂ /tax band	179g/km, 30%	138g/km, 22%	131g/km, 21%	139g/km, 22%	107g/km, 16%
Verdicts on every new car, p76	Jaguar nicks a victory, but you could easily swap it for the BMW if you're a company buyer. ★★★★★	Latest version of the original compact executive car still has the power to seduce. ★★★★★	Fine interior and competent dynamics – as long as you get the options right. ★★★★★	Solid-feeling interior, but better dynamics needed. It should get them soon. ★★★★★	An alternative to the mainstream, rather than a direct competitor. ★★★★★

LETTER OF THE WEEK

Dino is already here

I read with interest Andrew Frankel's article on the Dino 246GT, an outstanding car in its day and perhaps the most beautiful design of any car ever made ('A Hard Act to Follow', 17 June).

It struck me, though, that the Dino is already here and available to buy now for a mere £40k. These days we call it a Porsche Cayman.

Perhaps it isn't quite as pretty, but it does encompass all of the finer traits of the original Dino: pure steering, naturally aspirated six-cylinder engine, not mega-fast but still delightful and incisive. Perhaps Ferrari shouldn't bother – Porsche has beaten them to it.

James Morgan
Gwynedd



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

PURE PERFECTION

Stop the world, I want to get off! I've just read your article on the Dino 246GT and it reminds me just how over the top and unnecessary current designs for sports cars have become.

I know vehicle legislation influences some aspects of design, but look at the lines of the Dino: it's beautiful.

I remember reading an article from either Motor or Autocar from the early 1970s, in the time of Daytonas, Miuras and Cobras, stating that the two quickest cars across Europe were in fact the Dino and the Lotus Europa.

Nobody seems to have learned the lesson that less is more.

Rob Squire
via email

SPECIFIC RIM

Matt Prior's Tester's Notes column in the 17 June issue featured yet another

discussion about wheel and tyre sizes.

What possible reason could there be for putting wheels bigger than 18in on a 4x4? As for 21in rims on a Range Rover – ballet shoes on a bricklayer!

I changed my 20in rims for 18s on my current Jaguar XJ V6 and got the limousine ride for which I bought the car.

Have you ever told a manufacturer that before you publish a poor review, would they like to send you a car with sensible wheels? If you kept doing this, you would do us all a favour.

Geoff Moir
via email

We endeavour to test cars in specifications that will be most popular with customers, Geoff – MB

ROADSTER'S RETURN

So Renault plans to rekindle Alpine as a sports car brand (News, 17 June). Mini is trying hard to make the numbers add



What is the 2-Series Active Tourer for?

up for the Superleggera as a sports car. There is a new Fiat 124 Roadster coming. And we have a new Mazda MX-5.

It all seems to indicate that the economy is finally re-emerging from the depths of recession. The market is saturated with SUVs and is rapidly falling out of love with diesel engines.

So what is MG doing in the midst of this? Oh, it'll have some kind of Kia Sportage SUV clone here, but not until next year and meanwhile it has made

the MG 6 a diesel-only model. Ho hum.

The continued debasement of a once-great brand continues.

John Miles
via email

TIME QUIZ

As an owner of a Renault Mégane RS 250 Cup, I was delighted to see the Mégane 275 Trophy edge your comparison test ('Wind of Change', 17 June). What baffles me, however, is your Road Test Results data. Can it be that the 250 Cup outperforms the lighter and more powerful Trophy in 0-60, 0-100 and 30-70mph times? If so, I'm hesitant about changing up to the Trophy.

Nick Harry
Marden, Herefordshire
Our performance figures archive records a dry handling lap time for the Mégane 250 Cup of 1min 16.4sec and

AUTOCAR

What you're saying on autocar.co.uk

Peugeot 308 GTi revealed

I should be excited but I'm not. Bring back the engineers who came up with the 306 GTi-6.

TegTypeR

268bhp from a 1.6? I think I'd rather have a bigger engine that was less strained.

xxxxx

I like it, but it isn't special enough over a standard model. It just looks like it has bigger alloys and that's it.

superstevie



While Euro NCAP concerns itself with all sorts of safety peculiarities, the ability to see the speedo isn't a concern to them.

scotty5

There's no coherence to the design. Who'd have thought Korean car makers would deliver better-resolved designs than Peugeot?

bol





The Dino could teach most modern sports cars a thing or two

6.0sec to 60mph. It was figured in warm, dry conditions. The Trophy-R had to be benchmarked in fairly heavy rain, which explains the discrepancy in our test results. If we get an opportunity to test it again, rest assured we will – MS

ANOTHER CLEAR KNIGHT

Can someone explain to me how Patrick Head, fine designer though he is, has prior claim to a knighthood over John Surtees? What arcane process produces these decisions? The case for Surtees' ennoblement is overwhelming and its continued absence is a disgrace.

Geoff Wolfenden

Aston Clinton, Bucks

THAT PETROL EMOTION

After two years with a Toyota Verso 2.0 diesel (the one you're 'supposed to buy'), I have upgraded to a newer 1.6 petrol. What a revelation! It is



Mégane 275 Trophy is a worthwhile step up from the 250 Cup

so quiet, the engine spins up very smoothly, the gearbox is slicker and there's less weight under the bonnet, so the front tucks into corners with a lot less understeer.

Yes, it loses a little grunt on the motorway, but instead the calmness and neatness generate an inner calm and I arrive more relaxed. And the emissions aren't killing everyone. I feel I may have just beaten the queue by a short head.

Nick Tiley

Cambridge

A NICHE TOO FAR

After reading about your BMW 2-Series Active Tourer, I do not understand what it is for (Our Cars, 10 June).

It does not have four-wheel drive or seven seats, so why choose it over a 3-Series Touring or an X3?

It is not a cheap car and it would appear that other models in the BMW range are better value for money and will retain their value better. I'm sure it is a well-built car and will suit some customers' needs perfectly, but it seems to me that BMW has answered a question that nobody has asked.

Nik Crosthwaite

via email

DRESS TO THE LEFT

Matt Prior tries out left-foot braking and decides there could be advantages (Tester's Notes, 10 June). I'll say so: I've done it for years when driving automatics and wondered what all the fuss was about when giving a ride to a racing driver who noticed.

The control you have going into and out of corners is unquestionably better and safer because you have continuous, smooth control throughout.

Perhaps it helps that I have a forklift operator's licence.

John Impey

via email

NEXT WEEK

Inside the magazine – on sale 8 July

ROAD TEST



Bentley Continental GT3-R Does Crewe's most extreme model impress our testers?



FIRST DRIVE

Skoda Superb Estate

Czech brand's range-topping load-lugger assessed



FIRST DRIVE

Porsche Boxster Spyder

Lightest, most powerful version of Porsche's roadster assessed

INSIGHT



Alpina at 50 Profile of the famed fettlers of fast BMWs as the firm hits a half-century

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV	LAND ROVER DEFENDER
									
Barnaby Jones	Stan Papior	John Bradshaw	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway	Matt Prior



Land Rover Defender

FIRST REPORT As the Defender nears the end of its life, we're putting a used example to the test. Let's get dirty

The Land Rover Defender goes out of production soon. You might have heard. But between the hype surrounding the limited-edition 'Heritage' variants of this outgoing model, which are sold out, and all the curiosity about what the Defender's replacement will be like, the regular model plods along as normal. If you still want a conventional, non-limited-edition Defender from the 13-model range, you can still go to a Land Rover dealer and order one.

A few options are no longer available, but while the end of production has been set for the end of the year, no official date has been confirmed. In the meantime, Land Rover will still process your order and build your car.

If you do buy a Defender, it could look like this one. Except that this one

is already a year old and has joined our long-term fleet as an 'approved used' vehicle rather than a brand new one. It came to us with just over 9000 miles on the clock – not that you'd notice. It has been on Land Rover's press fleet until now, so although it has presumably been tested thoroughly, it has also been looked after properly. As a result, it still looks like new.

As new as Defenders ever look, that is. I remember an owner telling me about when he dropped his nearly new Defender at a valet parking company. The receiver went around making lots of notes about the 'damage', until my owner friend pointed out that the dents in the side were actually spot-weld marks. They're all like that.

This top-spec 90 Station Wagon XS, which would cost £28,170 new today



The 90 Station Wagon excels in the rough stuff

LEXUS
NX300H

MAZDA
2

MERCEDES-BENZ
E-CLASS ESTATE

PORSCHE
PANAMERA

RANGE ROVER
SPORT

RENAULT
MEGANE RS

RENAULT
TWINGO

SEAT
LEON X

SKODA
FABIA

SKODA
OCTAVIA

SUZUKI
CELERIO

TOYOTA
GT86

VOLKSWAGEN
GOLF R

VOLVO
V60


Mark Pearson



John McIlroy



Andrew Frankel



John McIlroy



Steve Cropley



Matt Prior



Matthew Burrow



Mark Tishaw



Tom Webster



Matt Burt



Steve Cropley



Matt Prior



Allan Muir



Hilton Holloway



Our approved used Defender came with options worth £5030



Chunky wheels and tyres are Black Pack add-ons



Optional sunroof adds to cabin's relative luxury



Prior will test the Defender's towing ability to the full

It's quite posh and clean in the back, so for now I'm reluctant to carry dirty things in it

and only a few quid less last year, has them too, beneath its Montalcino Red paint, which has a fabulous finish in some places and that of orange peel in others. If you like Defenders – and I do – it's par for the course.

The paint is mated to a Black Pack (£2700), which brings with it the black 'Sawtooth' alloys and serious Goodyear off-road tyres, a black roof and other black exterior details. Also optioned when new were a tow bar (£305), under-ride protection bar (£80), upgraded audio (£180), contrasting leather seats (£1500) and a sunroof (£265).

At £33,200 new, then, it was pretty

expensive for a Defender, but they hold their value – and are likely to even more once production finishes. Especially one like this that sits more towards the 'leisure' end of the market. As it is, this one would retail for around £30,500.

Most Defenders are still run as working vehicles, hence the 13 different models. They differ not by engine type – Ford's 2.2-litre Puma engine and a six-speed gearbox underpins them all – but by body style. There are 90, 110 and 130 wheelbases and mixes of station wagon (like this one), hard-top van, single or double-cab pick-up and chassis cab.

In the 60-page brochure, there's also

a chart of what each one is good for, with a one to five-star rating, in the following categories: towing agricultural things short distances, towing long distances, carrying heavy/vulnerable equipment, carrying dirty equipment, carrying people (vulnerable, dirty or heavy unspecified) and extreme off-roading.

The 90 Station Wagon gets five stars for towing short distances and going off road, which is fair enough. I haven't begun to challenge it in the rough, but I know that towing two 700kg horses in an 800kg trailer is no bother, despite relatively little power (121bhp) and torque (265lb ft). Geared right, a hamster wheel could pull an iceberg.

It does other things less well. It has a worse ride and a smaller fuel tank than the longer-wheelbase cars, for example, and since 2007 the Defender

90 has only been a four rather than six-seater, with two forward-facing seats supplanting four sideways-facing ones to improve safety. Its weakest asset is, apparently, its ability to carry loose/dirty/smelly/livestock. A fair assumption, too; in Defender terms it's quite posh and quite clean in the back, so for now I'm reluctant to carry dirty things inside it, but that'll change soon. Grime and punishment await it.

matt.prior@haymarket.com

Land Rover Defender 90 Station Wagon XS

Price new (inc options) £33,200 **Price now** £30,500 **Options** Black Pack £2700, leather seats £1500, tow bar £305, sunroof £265, audio upgrade £180, under-ride protection £80 **Economy** 27.0mpg **Faults** None **Expenses** None

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Ferrari FF

Mileage | 18,270 An invitation to a glamorous black tie dinner at Goodwood House finds the Ferrari perfectly at home

Not often do I think of myself as a lucky individual, but on this particular spring evening I am driving down to Goodwood House in West Sussex to attend a black tie dinner organised by Ferrari North Europe and hosted by Lord March. Its purpose is to introduce a number of potential purchasers to the new California T, and tonight my wife and I are to join them, to dine with, and enjoy the company of, these privileged few. If that weren't enough, I'm driving there in a Ferrari: our long-term FF.

The sun is still shining, and on roads like these the FF shines, too. Earlier, it had dispatched the school run with ease and not a little attention. This is a large car and yet, unless you have to execute a hasty three-point turn, it seldom feels like one from the driver's seat. I fancy this has to do with its steering, which is responsive, accurate and pleasantly weighted. Left in Comfort mode, it's surprisingly light, too, and you'll soon be driving this car with your fingertips, rather than gripping the wheel in fear.

It's all quite thrilling, though: the instant urge, the supportive seats, the firm but never uncomfortable ride, the ever-present but magnificent 651bhp



FF is the closest thing to a Ferrari SUV



FF is an event to drive, even on a gentle run down to Goodwood House from Esher

V12 soundtrack that's better than any radio. It really does feel alive, and it's a pleasure to drive at almost any speed.

I says 'almost', because I've driven the FF before on a track and I would admit that once, and only once, did I doubt its abilities, when, after a wonderful burst of acceleration, such as stiffens the sinews and summons up the blood, I called a halt to proceedings at 126mph when the helm went unexpectedly light in my hands. It felt as if the front were lifting slightly and, as I hadn't recalled the same feeling when I had been going slightly faster in an F12, it felt prudent to hold the FF's speed right there.

Back at Goodwood, it proves to be quite an evening. I park on the gravel drive next to a black bespoke FF, with detail work including yellow piping and centre caps inspired by Veuve Clicquot.

Inside Lord March's delightful house, we're invited to admire mouthwatering works of art, among them paintings by Canaletto and Stubbs.

The company proves charming, too. Lord March happily talks about his favourite old Ferraris and, for balance, Francesco Balli, Ferrari's genial regional manager, is more than pleased to talk of new ones ("A Ferrari SUV? Of course – we have the FF!").

For the invited guests who are able to entertain the idea of Ferrari ownership, an overnight stay at the plush Goodwood Hotel is followed the next day by clay pigeon shooting and an afternoon at the races. Nice folk, too, the ones I meet, for whom owning a Ferrari is merely an adjunct to their fleet, their garages already housing Porsches and Bentleys and such.



Black FF causes a stir among the guests



Interior is weathering social duties well

For me, though, the pleasure of driving the FF is enough. After the meal we head for home and, as I cautiously turn the car around on the Goodwood gravel in front of the assembled throng, I can't quite stop the car's tyres from giving a healthy chirrup.

It would be easy to dismiss such cars as the playthings of the very wealthy, but the depth and quality of the engineering, and the sheer competence that the modern Ferrari displays, is deeply impressive. Anyone owning such a vehicle is one very lucky individual.

mark.pearson@haymarket.com

Ferrari FF

Price new (inc options) £314,662 **Price now** £180,000 **Economy** 18.2mpg **Faults** Nose lifter malfunction **Expense** None **Last seen** 27.5.15

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THE LOG BOOK

**BMW 220d Active Tourer****Mileage 5486 Last seen 10.6.15**

My previous long-term car, a Citroën Grand C4 Picasso, was blessed with superb visibility at junctions thanks to the triangular windows built into the A-pillars. The BMW isn't as well catered for in this area. There's a large blind spot on the chunky offside A-pillar, which sports a laughably small window. It's going to take some getting used to. **JB**

**Range Rover Sport****Mileage 15,950 Last seen 10.6.15**

Our Range Rover Sport's front tyres have covered a busy 16,000 miles, and I'm just starting to notice a hint of the tramlining condition we've clocked before on Range Rovers whose tyres are well into the second half of their lives. If it's real, it's happening a little early; we'd expect 20,000 to 25,000 miles from a set on a car used as ours is. We'll be watching closely from now on. **SC**

**Ford Mondeo****Mileage 3237 Last seen 10.6.15**

The Ford's parking assist feature impressed me the other day. On arriving at a space that I'd usually pass by, I hit the parking assist switch. The system can struggle to find spaces but it detected this one straight away. The big Mondeo came extremely close to the kerb and the cars either side, but it managed to squeeze itself in. **LL**



Seat Leon X-Perience

Mileage | 4248 We're making the most of our estate's boot in an unconventional way

The Leon X could be a case of the right car at the wrong time when it comes to exploiting its load-lugging capabilities. No house moves are planned for now, and there were enough trips to Ikea and Homebase earlier this year to last for the foreseeable future, so there's no great desire to head back to either of those two cathedrals of consumerism for some time.

The Seat's load space hasn't even been called into action properly for airport runs or trips away. I'm a light traveller, so my small suitcase usually ends up in the passenger footwell rather than down the back.

While I've little doubt that the Leon X could swallow some flat-pack Swedish furniture and half the contents of an assembled wardrobe, its carrying abilities have still been called into action, albeit in a more unorthodox way.

As it turns out, the Leon X's boot can swallow a Radical SR1 racing car's vast rear wing, complete with end plates, whole. No mean feat, that. It's a pretty tight squeeze and the front passenger will have to give up an inch or two of leg room by moving their seat forward to accommodate it, but the wing fits.

What's more, with the 60/40 split of the rear seats, two passengers can still



We're still waiting for a chance to fully exploit the Leon X's four-wheel drive set-up

enjoy the rear cabin in the middle seat and behind the driver even with the wing in situ, given that it's no wider than the flat-folding rear nearside seat.

And how did the Radical's wing end up in the Leon X? Well, this Leon X user is also a driver in this summer's enormously fun Radical SR1 Cup one-make race series, and let's just say an 'incident' occurred at the first corner at a recent race at Silverstone. Said wing, now damaged, was subsequently set for the scrap heap. And we couldn't have that, not when your own name is plastered on the back of it. People might find out.

So for a few days now it has resided in the boot of the Leon X, waiting for the start of its new life as a shelf in a garage in Norwich – a late Father's Day gift, as I will be unable to get there until the Snetterton round of the SR1 Cup in the middle of July.

Back in the front cabin, all these drives around the

country to race circuits have allowed the motorway-munching potential of the Leon X to be tested. And an admirable performer it is, too.

Our Leon X is the lower-powered 2.0-litre turbodiesel version, but it has yet to find itself in a position where it has been wanting for more power and torque. There are no complaints about the slick six-speed manual gearbox, either, although I've yet to find myself in a situation where the four-wheel drive system that it's all hooked up to has actually been needed.

Fuel economy is a tad disappointing, though, hovering in the mid to high 40s, no doubt in part because of the fuel-sapping four-wheel drive system. Carrying a rear wing everywhere surely can't add that much weight...

mark.tishaw@haymarket.com

Seat Leon X-Perience SE Technology 2.0 TDI

Price £26,370 **Price as tested** £28,285

Economy 47.2mpg **Faults** None

Expenses None **Last seen** 10.6.15



The 2.0 TDI doesn't want for power, but it's a bit thirsty

DEALS

Bargain new
and used motors



Don't let a recall put you off

If you believe the newspapers, a recall is the kiss of death. Not so, says an unfazed **James Ruppert**

Total Recall: in terms of movies, one of Arnie's best, but in terms of cars, something of an obsession in the non-motoring media. To the outside world, a mass recall looks like the end of days for the manufacturer concerned when, in reality, the company is just doing its job, with a bit of proactive PR thrown in. I'm not fazed by recalls and even owned a car that was a decade old when it was recalled (it was a Volkswagen Golf GTI Mk2). I had to take it back to the VW dealer. No drama at all.

However, if you believe the newspapers, it has been a car-recall-maggedon, yet my recall encounter, a lifetime ago, is my only one. I've bought loads and loads of cars since, and none has exploded because I didn't take it

back to a main dealer for a 'fix'. It's simply because I wasn't told to.

It has always been enough to go to the VOSA website (now gov.uk – enter 'car recalls' in the search box) and call up the recall history on your car. I give it a cursory glance sometimes but don't get that stressed by a recall notice.

However, the whole recall thing has been made a tad easier now that the Society of Motor Manufacturers and Traders (SMMT) and Motor Codes have launched a new consumer-facing web portal (go to motorcodes.co.uk) that enables motorists to check if their vehicle is on a safety recall list. Not only that, but customers will also be directed to their nearest dealer, so that any necessary remedial work can be done.



Toyota is just doing its job with recalls

The idea is that it's a one-stop shop for car owners and buyers of used cars who want to check if the vehicle in question is subject to an outstanding safety recall that they, or a previous owner, may have missed.

That's all good news, then, and just another thing we drivers can now check on our cars without leaving our homes or, at least, from the comfort of our smartphones. For example, the new

A new website has been launched that enables motorists to check if their vehicle is on a safety recall list



P72 James Rupert
Used car expert



P74 Nigel Donnelly
Deals expert



P76 Nic Cackett
Data expert

BMW Mini's early recalls failed to dent the model's appeal

BANGERNOMICS BEST BUYS



READER'S CAR: NISSAN PRIMERA ESTATE

David Gaunt had some unreliable Peugeots but then struck gold with this one-owner, 102,000-mile, 2002 Nissan Primera 1.8 SE estate. "It is in fantastic condition with hardly any wear and tear," says David. "It is comfortable, well equipped and quite frugal. It averages 36-40mpg. I have had to fit a new clutch; otherwise, it runs fantastically. It has just had an MOT test and I only had to replace two light bulbs. I paid £650 for it from a dealer. I love it. It is roomy enough for all my gardening gear. I plan to keep it for years."

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WHAT CAUGHT MY EYE THIS WEEK: PICK-UPS

Unless you are a builder/estate worker, can they ever make sense for any buyer? Aren't they just an overpriced waste of largely vulnerable space? Just wondered...

USED CAR DILEMMA: MITSUBISHI COLT CZC

The automatic choice if you want a British weather-friendly cabriolet has traditionally been something French. So it is worth searching for the almost extinct CZC. The 1.5 turbo model is fun and has sports suspension. Boom!

Micro Coupe
Cabriolet

Not a
Peugeot 206



service's Vehicle Safety Recall search tool locks onto a car using its Vehicle Identification Number (VIN), so you can also carry out a data check and look up the car's MOT test history, too.

But back to recalls. The question is, does a poor recall record affect a used car's prospects? I don't think so. The all-new BMW Mini had a fair few recalls but they haven't done the brand any harm. Then there are the Toyota and Nissan recalls, and they haven't put off buyers.

For research purposes, I popped onto the Motor Codes website. It was easy enough to navigate, but none of my cars was listed. However, Volkswagens were, so I entered my daughter's car's VIN, but that drew a blank. To be honest, it was all a bit of an anti-climax.

Agony and ecstasy

Some cars are sorely tempting, even though you know they may be troublesome and cost you an arm and a leg to run. **Nigel Donnelly** picks out five that are worth the risk

1 Mazda RX-8 (2003-2010)

The Mazda RX-8 aimed to prove there was life in the rotary engine, long after many thought it had breathed its last. Unfortunately, owners soon realised its thirst for oil and petrol was as strong as ever.

When the 1.3-litre engine is healthy, it's super-smooth. So, too, is the gearbox, which, depending on the version of RX-8 (189bhp or

228bhp) you're interested in, has five or six speeds.

When buying, look for evidence of servicing and of the coil packs having been changed, and check what oil has been used when topping up. Difficulty starting a warm engine can indicate worn, oil-starved rotor tips. Prices start at £2000, but warranted cars are £4000. Pay it.



2



TVR Cerbera 4.5 (1996-2003)

It won't surprise anyone to read that TVRs aren't the most reliable things on four wheels, with the F1-inspired AJP V8 engines rumoured to go bang on a regular basis. Electrical and trim issues bedevil many cars, but the engines represent buyers' biggest fear.

If the worst happens, putting one of these high-revving V8s back together

is expensive. In truth, if the engine is well maintained, rumours of snapped crankshafts and rebuilds are overplayed.

Assuming we haven't put you off, the Cerbera is one of the most practical TVRs of all – a genuine four-seater with, when the engine works, lashings of power. Around £20,000 gets you a decent choice of the best available.

Citroën SM (1970-1975)

The DS is revered, rightly, as a technical tour de force and a thing of beauty, but the SM takes things up a notch. It feels far more modern than its 40 years would suggest. As you might expect, however, mixing a highly strung Maserati V6 with cutting-edge 1960s French luxury is a recipe for potentially big bills.

When working, the SM is a thing of

joy, but things go wrong with startling regularity. Engines suffer oil pump failure, fuelling problems and timing chain issues. Rust is a major headache, too, and expensive to put right.

There are a few SMs about, so be picky and be prepared to spend north of £25,000 to have any prospect of getting something that won't break your heart.

3





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4



Lotus Esprit Turbo (1981-1987)

Light weight and ample power are the ingredients for a successful supercar recipe, and they're exactly what went into the Turbo version of Hethel's mid-engined missile. The turbocharger gave the naturally aspirated S1/S2 models just the power they needed.

James Bond's Esprit may have avoided overheating, leaky head

gaskets, cracked engine mounts and clutch failures, but other Esprits have not been so lucky. At least the presence of a galvanised chassis and GRP body means there are no rust worries, and suspensions hold up pretty well, too. If you're lucky, you may find a good car for around £20,000, but expect to pay more, and expect some large bills.

Lamborghini Miura (1966-1973)

Is this the original supercar? It certainly introduced the concept of mid-engined layouts to the breed and was Ferruccio Lamborghini's first project after he got bored with building tractors.

However, to those people who drive Miuras, the car is better known for wandering about and trying to take off at speed. In short, it's a great car

but a difficult mistress. Early ones are underbraked and overpowered. The complex and powerful quad-cam V12 is fed by no fewer than six carburettors. They need constant attention.

Nevertheless, with only about 750 ever made, demand for this temperamental car is strong and its prices high – like £850,000 high.

5



NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseste trim it's great fun to drive				
1.4 T-Jet	E14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	E16005	133	155	27
PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch				
1.4 Turbo M'Air	E16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	E16160	103	98	13
0.9 TB TwinAir 105 OV Line	E16910	103	98	13
1.4 140 M'air T'air TCT Distinctive	E17710	138	124	19
1.4 140 M'air T'air TCT OV Line	E18460	138	124	20
1.4 170 M'Air O'Verde	E20300	168	139	26
1.3 JTDm-2 85 Distinctive	E16745	94	90	11
1.6 JTDm-2 120 D'tive S-S	E17910	118	114	19
1.6 JTDm-2 120 OV Line	E18660	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	E25840	148	110	20
2.0 JTDm 175 OV Line TCT	E27590	148	110	20
1.4 TB 120 Progression	E18450	118	149	16
1.4 TB 120 Distinctive	E19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	E21200	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	E22950	168	134	23
1.4 TB Mult'ir 170 OV Line	E24245	168	121	23
1.4 TB Mult'ir 170 OV Line TCT	E24700	168	134	23
1.6 JTDm 105 Progression	E25995	168	121	23
1.6 JTDm 105 Distinctive	E20750	103	114	16
1.6 JTDm 105 Excl.	E22500	103	114	16
2.0 JTDm 150 Distinctive	E21930	148	110	20
2.0 JTDm 150 Excl.	E23680	148	110	20
2.0 JTDm 150 OV Line	E25430	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	E51500	237	159	50
ALPINA				
3.0 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	394	224	-
3.0 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E50350	394	224	-
3.0 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	E56450	394	225	-
3.0 2dr saloon Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	E51350	394	225	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics				
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics				
85 Biturbo	E71950	500	255	-
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	E46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	E55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	E54950	345	-	49
ARIEL				
ATOM 0dr open Superb fast track mentalism. As exhilarating as cars get				
245	E29321	245	-	-
300	E34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	E149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	E84995	420	299	-
4.7 V8 S	E99995	430	299	-
5.9 V12 S	E138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	E98995	420	299	-
4.7 V8 S	E110700	430	299	-
5.9 V12 S	E150000	510	388	-
DB9 VOLANTE 2dr open Facilitates a big improvement dynamically				
5.9 V12	E141995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	E131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	E189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.4 TFSI 125 Sport	E16730	123	115	21
1.4 TFSI 125 S line	E18725	123	117	21
1.4 TFSI 150 S line	E19520	148	112	25
2.0 TFSI 231 S1	E25420	228	162	33
1.6 TDI 116 SE	E15430	114	92	19
1.6 TDI 116 Sport	E17405	114	92	19
1.6 TDI 116 S line	E19400	114	93	19
A1 5dr sportback Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	E17350	123	118	21
1.4 TFSI 125 S line	E19345	123	119	21
1.4 TFSI 150 S line	E20140	148	112	25
2.0 TFSI 231 S1	E26155	228	166	33
1.6 TDI 116 SE	E16050	114	92	19
1.6 TDI 116 Sport	E18025	114	92	19
1.6 TDI 116 S line	E20020	114	93	19
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	E18615	108	117	17
1.6 TDI 110 ultra SE Technik	E21615	108	89	17
2.0 TDI 184 quattro S line	E29945	148	129	26
2.0 TDI 184 quattro Sport	E27795	148	127	26
2.0 TDI 184 S line	E27035	148	114	28
2.0 TDI 184 Sport	E24885	148	112	27
2.0 TFSI 300 quattro S3	E30980	296	162	36
1.2 TFSI 110 Sport	E22010	108	117	17
1.2 TFSI 110 S line	E22125	108	114	18
1.4 TFSI 125 SE	E19915	123	122	18
1.4 TFSI 125 Sport	E21315	123	122	19
1.4 TFSI 125 S line	E23465	123	124	20
1.4 TFSI 150 SE ACT	E22065	148	109	23
1.4 TFSI 150 SE ACT	E22165	148	109	23
1.8 TFSI 180 Sport	E23905	178	135	26
1.8 TFSI 180 quattro Sport	E26830	178	149	27
1.8 TFSI 180 S line	E26055	178	135	27
1.8 TFSI 180 quattro S line	E29055	178	153	28
1.6 TDI 110 ultra SE	E20865	108	89	17
1.6 TDI 110 Sport	E22265	108	105	17
1.6 TDI 110 S line	E24415	108	107	18
2.0 TDI 150 SE	E22215	148	108	21
2.0 TDI 150 SE Technik	E22965	148	108	23
2.0 TDI 150 Sport	E23615	148	108	21
2.0 TDI 150 S line	E25765	148	109	21
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	E23335	148	110	23
1.6 TDI 110 S line	E25585	108	106	18
1.8 TFSI 180 quattro S line	E30225	178	153	28
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33580	296	164	36
2.0 TDI 150 Sport	E24785	148	107	23
1.4 TFSI 150 ACT S line	E25485	148	112	24
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23435	108	104	17
2.0 TDI 150 S line	E26935	148	108	24
2.0 TDI 184 Sport	E26055	181	112	27
2.0 TDI 184 S line	E28205	181	114	28
2.0 TDI 184 quattro Sport	E28965	181	127	26
2.0 TDI 184 quattro S line	E31115	181	129	26
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	E24085	123	124	20
1.4 TFSI 125 Sport	E21935	123	122	19
1.8 TFSI 180 quattro S line	E29675	178	153	28
1.8 TFSI 180 Sport	E26675	178	135	27
1.8 TFSI 180 Sport	E24525	178	135	26
2.0 TDI 150 S line	E26385	148	109	21
2.0 TDI 150 SE	E22835	148	108	21
2.0 TDI 150 Sport	E24235	148	108	21
2.0 TDI 184 quattro S line	E30565	175	129	26
2.0 TFSI 300 quattro S3	E31600	296	162	36
1.2 TFSI 110 SE	E19235	108	117	17
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	E29675	148	118	26
1.4 TFSI 150 SE	E26125	148	116	24
1.4 TFSI 150 Sport	E27525	148	116	25
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31125	148	115	27
2.0 TDI 150 SE	E27575	148	113	24
2.0 TDI 150 Sport	E28975	148	113	25
1.8 TFSI 180 Sport	E29265	178	140	29
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34415	178	157	32
2.0 TFSI 300 quattro S3	E39245	296	165	42
1.6 TDI 110 SE	E26225	108	110	17
1.6 TDI 110 Sport	E27625	108	110	18
1.6 TDI 110 S line	E29775	108	112	20
2.0 TDI 184 Sport	E30245	181	117	30
2.0 TDI 184 S line	E32395	181	113	31
2.0 TDI 184 quattro S line	E35435	181	134	31
2.0 TDI 184 quattro Sport	E33285	181	132	30
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
3.0 TFSI 333	E31005	148	119	24
2.0 TDI 150 S line	E30320	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E30275	148	127	23
2.0 TDI 177 SE Technik	E29620	175	120	27
2.0 TFSI 225 quattro Black Edit	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34500	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Techni	E32945	222	155	33
1.8 TFSI 120 SE	E24385	118	151	19
1.8 TFSI 120 SE Technik	E22740	118	151	19
1.8 TFSI 120 S line	E27240	118	151	20
1.8 TFSI 120 Black Edition	E28015	118	151	20
1.8 TFSI 170 SE	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27420	168	134	24
1.8 TFSI 170 S line	E28855	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 333 S4	E39610	328	178	36
3.0 V6 333 S4 Black Edition	E40685	328	178	36
2.0 TDi 136 SE Technik	E28600	134	112	23
2.0 TDi 136 SE	E27600	134	112	23
2.0 TDi 163 Ultra SE	E28320	161	109	27
2.0 TDi 163 Ultra SE Technik	E29740	161	109	27
2.0 TDI 177 S line	E31175	175	120	27
2.0 TDI 177 Black Edition	E31950	175	120	28
2.0 TDI quattro 177 SE	E29880	175	134	27
2.0 TDI quattro 177 SE Technik	E31180	175	134	27
2.0 TDI quattro 177 S line	E32735	175	134	27
2.0 TDI quattro 177 Black Edit	E33510	175	134	28
3.0 TDI quattro 245 SE	E35360	237	149	33
3.0 TDI quattro 245 S line	E38215	237	149	33
3.0 TDI quattro 245 Black Edit	E38990	237	149	34
A4 AVANT 5dr estate Highly competent and quality laden; leaves dynamic finesse to others				
1.8 TFSI 170 SE Technik	E28735	158	141	24
2.0 TDI 150 Black Edition	E32305	148	124	24
2.0 TDI 150 S line	E31530	148	124	23
2.0 TDI 150 SE	E30155	148	129	23
2.0 TDI 150 SE Technik	E31575	148	130	23
2.0 TDI 177 SE Technik	E30920	175	126	27
2.0 TFSI 225 quattro Black Edit	E36575	222	159	33
2.0 TFSI 225 quattro S line	E35800	222	159	33
2.0 TFSI 225 quattro SE	E32945	222	159	32
2.0 TFSI 225 quattro SE Techni	E34245	222	159	33
3.0 TDI 245 quattro S line	E39550	237	154	33
3.0 TDI 245 quattro SE	E36695	237	154	33
3.0 TFSI 333 quattro S4 B&K Ed	E41985	328	180	36
1.8 TFSI 120 SE	E25685	118	154	19
1.8 TFSI 120 SE Technik	E26985	118	154	19
1.8 TFSI 120 S line	E29315	118	154	20
1.8 TFSI 120 Black Edition	E29315	118	154	20
1.8 TFSI 170 SE	E27315	158	141	25
A5 2dr coupé High class, good-looking coupe. VR6 coupe better than V6 Cab				
1.8 TFSI 170 S line	E32865	168	134	27
1.8 TFSI 170 S line	E31790	168	134	27
2.0 TFSI 225 quattro Black Edit	E37575	222	161	34
2.0 TFSI 225 quattro S line	E36620	222	157	33
2.0 TFSI 225 quattro SE	E33995	222	159	33
1.8 TFSI 170 SE	E29200	168	134	27
1.8 TFSI 333 S5	E34790	328	184	31
2.0 TFSI 333 S5 Black Edition	E44865	328	184	31
4.2 V8 RS5	E59920	424	246	45
2.0 TDi 163 ultra SE	E31590	161	109	28
2.0 TDI 177 SE	E31470	175	120	28
2.0 TDI 177 S line	E34060			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 245 quattro S line Spt	£46110	242	173	40
1.8 TFSI 170 SE	£32320	168	148	28
3.0 TFSI 333 S5	£47035	328	189	42
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
3.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 BITDI 320 quattro Black Ed	£51165	316	164	44
3.0 BITDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	42
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
2.0 TDI 190 Ultra Black Edn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	35
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	41
3.0 BITDI 320 quattro SE	£46465	316	159	43
A6 AVANT 5dr estate A capable stress buster. BITDI a giant killer. ★★★★★				
3.0 BITDI 320 quattro Black Ed	£53330	316	169	44
3.0 BITDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	219	42
2.0 TDI 190 Ultra SE	£34345	187	113	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edn	£39045	187	124	33
3.0 TDI 218 SE £40485 215 125 34				
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	41
3.0 BITDI 320 quattro SE	£48515	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	316	172	44
3.0 BITDI 320 quattro Sport	£58225	316	172	44
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward. ★★★★★				
2.0 TFSI 333 quattro S line	£53045	328	182	44
2.0 TFSI 333 quattro Black Edn	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£46705	215	128	38
3.0 TDI 218 quattro SE Executi	£47670	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Edn	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Edn	£55410	268	142	44
3.0 BITDI 320 quattro S line	£56730	316	167	45
3.0 BITDI 320 quattro Black Ed	£59080	316	167	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid L	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S line Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S line Plus	£34195	181	148	25
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TDI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro SE	£31720	148	147	21
2.0 TDI 150 quattro S line	£34120	148	150	21
2.0 TDI 150 quattro S line Plus	£36555	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 BITDI 310 S05	£47485	309	174	41
Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57720	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
TT ROADSTER 2dr open Takes the edge off the TT's fine looks - but still hugely competent. ★★★★★				
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	£93785	424	332	50
5.2 FSI 525 V10	£114885	518	346	50
5.2 FSI 550 V10 Plus	£126885	543	346	50
R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	£102435	424	337	50
5.2 FSI 525 V10	£123535	518	349	50
BAC				
MONO 2dr open An F-22 Raptor for the road. Only better built. ★★★★★				
Model 2.3	£111168	280	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
CONTINENTAL GT 2dr open A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
MULSANNÉ 4dr saloon Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	£224700	506	393	-

AUTOCAR TOP FIVES

Hardcore sports



1 Porsche 911 GT3 From £100,000
A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. ★★★★★



2 Ferrari 458 Speciale From £208,000
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



3 Aston Martin V12 Vantage S From £138,000
The best Aston in a decade. All the bruiser's old edges have been smartly smoothed away. What's left is magic. ★★★★★



4 Lotus Exige S From £53,000
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



5 Nissan GT-R Nismo From £125,000
Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★

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*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [July 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.



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Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9 l/100 km). Extra Urban 44.1–91.1 mpg (6.4–3.1 l/100 km). Combined 37.5–74.3 mpg (7.4–3.2 l/100 km). Figures are for information only and do not represent a guarantee. Actual figures may vary. *BMW Financial Services is available in the UK only. BMW Financial Services is not available in all countries. BMW Financial Services is not available in all countries. BMW Financial Services is not available in all countries.

Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9l/100km). Extra Urban 44.1–91.1 mpg (6.4–3.1l/100km).

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 e-HDi 90 ET66 VTR	£20850	91	98	15
1.6 e-HDi 90 ET66 VTR*	£22110	91	98	15
1.6 e-HDi 115 VTR*	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	18
1.6 e-HDi 115 Excl.*	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24710	148	102	24
2.0 Blue HDi 150 Excl.*	£27110	148	105	25
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 Lounge	£12440	68	113	6
1.2 S	£12590	68	113	9
1.2 Cult	£13590	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 MultiJet Lounge	£14840	94	97	15
1.3 MultiJet S	£14990	94	97	14
1.3 MultiJet Cult	£15990	94	97	14
500 CONVERTIBLE 2dr open				
cute city car. Cab a better drive than hatch	★★★★★			
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16870	103	92	15
0.9 TwinAir 105 S	£17020	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16540	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£15240	68	113	10
1.3 MultiJet 60	£18890	94	97	18
1.3 MultiJet S	£17640	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£16390	84	92	15
0.9 TwinAir 85 Cult	£17540	84	92	15
0.9 TwinAir 105 Cult	£18020	103	92	15
1.2 Pop S-S	£13690	68	113	9
1.2 Lounge S-S	£15090	68	113	10
1.2 Cult	£16240	68	113	10
1.3 MultiJet Lounge	£17490	94	97	18
1.3 MultiJet Cult	£18640	94	97	18
500L 5dr mpv				
A costly option, but has the style to fill out some of its missing substance	★★★★★			
1.4 95 Pop	£13390	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
1.4 95 Pop Star	£15550	94	145	10
1.4 95 Lounge	£16950	94	145	10
1.4 95 Trekking	£17650	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 MultiJet 85 Pop Star	£17040	83	110	8
1.3 MultiJet 85 Lounge	£18440	83	110	9
1.3 MultiJet 85 Trekking	£19140	83	114	7
1.6 MultiJet 105 Pop Star	£18040	103	117	17
1.6 MultiJet 105 Lounge	£19440	103	117	18
1.6 MultiJet 105 Trekking	£20140	103	122	15
1.6 MultiJet 120 Pop Star	£18540	118	120	17
1.6 MultiJet 120 Lounge	£19940	118	120	17
1.6 MultiJet 120 Trekking	£20640	118	120	17
500L MPV 5dr mpv				
As above but with seven seat flexibility in its more expensive format	★★★★★			
1.6 MultiJet 120 Lounge 7st	£21380	118	117	17
1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8
1.3 MultiJet 85 Lounge 7st	£19880	83	110	9
1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17
1.6 MultiJet 105 Lounge 7st	£20880	103	117	17
500X 5dr hatch				
Familiar styling works rather well as a crossover. Drives okay, too	★★★★★			
1.4 MultiAir 140 Pop Star	£17595	138	139	-
1.4 MultiAir 140 Lounge	£19345	138	-	-
1.4 MultiAir 140 Cross	£18595	138	-	-
1.4 MultiAir 140 Cross Plus	£20345	138	-	-
1.3 MultiJet 95 Pop Star	£18095	94	109	-
1.6 MultiJet 120 Cross	£19095	118	-	-
1.6 MultiJet 120 Lounge	£20845	118	-	-
1.6 MultiJet 120 Cross Plus	£20895	118	-	-
1.6 MultiJet 120 Cross AWD	£21845	118	-	-
2.0 MultiJet 140 Cross AWD	£24095	118	147	-
2.0 MultiJet 140 Cross Plus AWD	£25845	118	147	-
PUNTO 3dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 MultiJet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 MultiJet GBT	£14275	85	90	13
PUNTO 5dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13
FORD				
KA 3dr hatch				
An agile drive and energetic petrol engine. Wooden ride	★★★★★			
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Edge	£8995	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
1.2 Metal	£11445	68	115	5
B-MAX 5dr mpv				
Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★			
1.0 EcoBoost 100 Zetec	£15495	99	119	9
1.0 EcoBoost 100 Titanium	£16695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13
1.0 EcoBoost 125 Titanium X	£17295	118	99	13
1.0 EcoBoost 125 Titanium S	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11
FIESTA 3dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Zetec S-S	£13695	79	99	6
1.0 80 Titanium S-S	£14695	79	99	7
1.0 EcoBoost Zetec S-S	£14195	99	99	11
1.0 EcoBoost Titanium S-S	£15195	99	99	11
1.0 EcoBoost Titanium X S-S	£16445	99	99	11
1.0 EcoBoost Titanium S-S	£15695	99	123	15
1.0 EcoBoost Titanium X S-S	£16945	123	99	16
1.0 EcoBoost Zetec S-S	£15945	123	99	15
1.2 50 Studio	£10145	59	120	3
1.2 50 Style	£11895	59	120	4
1.2 50 Zetec	£12395	80	120	7
1.2 50 Zetec	£13195	80	120	7
1.6 105 Titanium Powershift	£16045	103	138	12
1.6 105 EcoBoost ST2	£17545	180	138	30
1.6 105 EcoBoost ST3	£18545	180	138	30
1.5 TDCi 75 Zetec	£13995	74	98	8
1.5 TDCi 75 Style	£14795	74	98	9
1.5 TDCi 75 Titanium	£15795	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12
1.6 TDCi 95 Zetec S	£16145	94	95	12
1.6 TDCi 95 Titanium ECOnetic	£16495	94	87	12
1.6 TDCi 95 Titanium X	£17295	94	95	13
FIESTA 5dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.2 50 Style	£12995	80	120	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15645	103	138	12
1.0 80 Zetec S-S	£14295	79	99	6
1.0 80 Titanium S-S	£15295	79	99	7
1.0 EcoBoost Zetec S-S	£14795	99	99	11
1.0 EcoBoost Titanium S-S	£15795	99	99	11
1.0 EcoBoost Titanium X S-S	£17045	99	99	11
1.0 EcoBoost Titanium S-S	£16295	123	99	15
1.0 EcoBoost Titanium X S-S	£17545	123	99	16
1.2 50 Style	£12495	59	120	4
1.2 50 Zetec	£13795	80	120	7
1.5 TDCi 75 Style	£14595	74	98	8
1.5 TDCi 75 Zetec	£15395	74	98	9
1.5 TDCi 75 Titanium	£16395	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15545	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£17095	94	87	12
1.6 TDCi 95 Titanium X	£17895	94	95	13
ECOSPORT 5dr hatch				
Pumped up Fiesta okay, but developing world origins show through	★★★★★			
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
FOCUS 5dr hatch				
Still best to drive, but only just. The complete package	★★★★★			
1.6 125 Zetec S	£21095	123	146	14
1.0 EcoBoost Style	£17595	99	105	10
1.0 EcoBoost Titanium	£18595	99	105	10
1.0 EcoBoost Titanium X	£20095	99	105	10
1.0 EcoBoost Titanium X	£22095	99	105	10
1.0 EcoBoost Zetec	£19095	123	108	14
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0T 125 EcoBoost Zetec S	£20345	123	108	14
1.0T 125 EcoBoost Titanium	£20595	123	108	14
1.0T 125 EcoBoost Titanium X	£22595	123	108	14
1.5T 150 EcoBoost Zetec S	£20845	148	137	14
1.5T 150 EcoBoost Titanium	£21095	148	137	14
1.5T 182 EcoBoost Titanium X	£23820	180	137	14
1.6 85 Studio	£13995	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style auto	£18845	123	146	14
1.6 125 Zetec	£19845	123	146	14
1.6 125 Titanium auto	£21345	123	146	14
2.0T 250 EcoBoost ST	£22495	247	159	34
2.0T 250 EcoBoost ST-2	£23995	247	159	35
2.0T 250 EcoBoost ST-3	£26295	247	159	36
1.5 TDCi 95 Style	£18295	94	98	11
1.5 TDCi 120 Zetec	£19795	118	98	11
1.5 TDCi 120 Zetec S	£21045	118	98	11
1.5 TDCi 120 Titanium X	£23295	118	98	11
1.5 TDCi 95 Style	£18195	94	109	11
1.6 TDCi 115 Zetec	£19695	114	109	16
1.6 TDCi 115 Zetec S	£20945	114	109	16
1.6 TDCi 115 Titanium	£22195	114	109	16
2.0 TDCi 150 Titanium	£22435	148	109	16
2.0 TDCi 150 Titanium X	£24635	148	109	16
2.0 TDCi 185 ST	£22945	178	110	34
2.0 TDCi 185 ST-2	£23995	178	110	35
2.0 TDCi 185 ST-3	£26295	178	110	36
FOCUS 5dr estate				
Well-mannered and comfortable. An Octavia carries more	★★★★★			
1.0T EcoBoost Style	£18695	99	109	10
1.0T EcoBoost Titanium	£21195	99	109	10
1.0T EcoBoost Titanium X	£23195	99	109	10
1.0T EcoBoost Zetec	£19695	99	109	10
1.0T EcoBoost Titanium	£21695	123	110	14
1.0T EcoBoost Zetec	£23695	123	110	14
1.0T EcoBoost Zetec S	£20195	123	110	14
1.0T EcoBoost Zetec S	£21445	123	110	14
1.5 TDCi 120 Titanium	£22395	118	98	11
1.5 TDCi 120 Titanium X	£24395	118	98	11
1.5 TDCi 120 Zetec	£20895	118	98	11
1.5 TDCi 120 Zetec S	£22145	118	98	11
1.5 TDCi 95 Style	£19395	94	98	11
1.5T EcoBoost Titanium	£22195	148	128	14
1.5T EcoBoost Zetec S	£21945	148	128	14
1.5T EcoBoost Titanium X	£23945	180	128	14
1.6 105 Style	£18180	103	139	11
1.6 125 Style auto	£19945	123	146	14
1.6 125 Titanium auto	£22445	123	146	14
1.6 125 Zetec	£20945	123	146	14
1.6 TDCi 115 Titanium	£22295	114	109	16
1.6 TDCi 115 Zetec	£20795	114	109	16
1.6 TDCi 115 Zetec S	£22045	114	109	16
1.6 TDCi 95 Style	£19295	94	109	11
2.0 TDCi 150 Titanium	£23735	148	109	16
2.0 TDCi 185 ST	£23595	178	110	34
2.0 TDCi 185 ST-2	£25095	178	110	34

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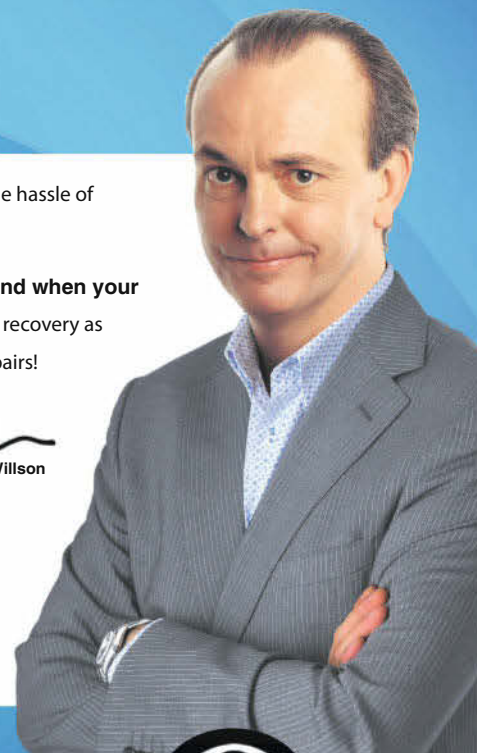
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AUTOCAR TOP FIVES

Warm hatches



1 Ford Fiesta Zetec S Black From £13,000
Gets the most powerful version of the 1.0 EcoBoost. Easier to live with than an ST and almost as much fun. ★★★★★



2 Mini Cooper From £15,000
Forget the S; the three-pot Cooper is the best-value Mini money can buy. The best to drive, too. A great car. ★★★★★



3 Suzuki Swift Sport From £13,000
The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★★



4 Seat Ibiza FR From £16,000
VW's latest four-pot gives the Ibiza genuine grunt. Shame the chassis it's connected to is less than compelling. ★★★★★



5 Fiat 500 Abarth From £14,000
One of the cutest cars on sale is also pleasing to drive. The handling is keen, but the ride is a bit too firm. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5T 150 EcoBoost Zetec 2WD	£21000	148	143	20
1.5T 150 EcoBoost Titanium	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.5T 150 Titanium X Sport	£28345	148	143	20
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	21
1.5T 182 EcoBoost Titanium X A	£29545	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T 100 EcoBoost Zetec S-S	£18695	99	117	10
1.0T 125 EcoBoost Zetec S-S	£19195	123	117	10
1.0T 100 EcoBoost Titanium S-S	£20195	99	117	10
1.0T 125 EcoBoost Titanium S-S	£22695	123	117	10
1.0T 125 EcoBoost Titanium X SS	£22695	123	117	10
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T 100 EcoBoost Zetec S-S	£20295	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20795	123	119	10
1.0T 100 EcoBoost Titanium S-S	£21795	99	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium X SS	£24295	99	119	10
1.6T 150 EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T 160 EcoBoost Zetec S-S	£23310	158	159	19
1.6 160 Eco Tium S-S	£25060	158	159	19
2.0 203 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco Tium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	21
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco TiumX S-S	£30070	158	167	18
2.0 203 EcoBoost Titanium auto	£29235	200	189	24
2.0 203 EcoBoost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£24640	114	139	16
1.6 TDCi 115 Eco Tium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	17
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	89	123	14
1.2 i-VTEC SE-T	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S-A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T-A-C	£13540	89	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£22180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£22645	118	98	15
1.6 i-DTEC Sport Titanium X	£25395	118	98	15
1.6 i-DTEC Sport Titanium X Sport	£28345	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£25160	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£26795	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£29545	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£32495	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£24195	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£26345	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£29095	118	98	15
1.6 i-DTEC Sport Titanium X AWD	£21000	118	98	15
1.6 i-DTEC Sport Titanium				

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Compact execs



1 BMW 3 Series From £22,000
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2 Mercedes-Benz C-Class From £25,000
Still doing things its own way. Has an upmarket and stately way of working its way under your skin. Clever car. ★★★★★☆



3 Audi A4 From £23,000
Trails behind its rivals, but due to be replaced later this year. Quality, frugality and cabin ambience are spot on. ★★★★★☆



4 Volvo S60 From £20,000
Styled, sized and priced to compete from the outset, the S60 now has the engines to go with its best intentions. ★★★★★☆



5 Volkswagen CC From £24,000
Pretty Passat isn't quite as appealing as it once was, but it's still a serious alternative to the Big Three. ★★★★★☆

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- Fixed GPS speed trap database*
- Extended detection range
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BrettSp, South Yorkshire

"4Zero is brilliant, brilliant, brilliant!!!!"
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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 SE DSG	£14735	104	124	12
1.2 TSI 105 FR	£14740	104	119	12
1.2 TSI 105 FR DSG	£15835	104	124	12
1.4 TSI 140 ACT FR	£16045	138	109	21
1.4 TSI 140 ACT FR Edition	£16660	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Ecotimote	£14380	74	92	7
1.2 TDI 75 SE Ecotimote	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate Rivals are more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16455	138	109	21
1.4 TSI 140 ACT FR A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecotimote	£15080	74	92	7
1.2 TDI 75 SE Ecotimote	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR S Ecotimote	£17150	104	104	15
1.6 TDI 105 CR SE Ecotimote	£18370	104	106	15
LEON 3dr hatch				
1.6 TDI 110 SE Ecotimote	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
1.2 TDI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.6 TDI 110 SE Ecotimote	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TDI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecotimote	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	29
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	29
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	33
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecotimote	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecotimote	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecotimote S	£25630	138	146	18
2.0 TDI 140 Ecotimote SE	£27510	138	146	18
2.0 TDI 140 Ecotimote i-TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CITIGO 3dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 Greentech SE	£9495	59	95	1
1.0 60 Greentech Eleg.	£10010	59	95	1
1.0 75 Greentech Eleg.	£10400	74	98	2
CITIGO 5dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 Greentech SE	£9845	59	95	1
1.0 60 Greentech Eleg.	£10360	59	95	1
1.0 75 Greentech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	4
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 SE DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	11
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.4 TSI 140 ACT FR	£14755	74	109	3
1.4 TSI 140 SE DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.6 TDI 105 SE DSG	£16035	108	110	12
1.2 TSI 110 SE L	£15385	89	107	8
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch Slender five-door hatch makes most sense under a Skoda badge	★★★★☆			
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20225	108	90	15
1.6 TDI 110 SE Business GreenLine	£20535	148	106	19
2.0 TDI 150 SE	£20535	148	106	20
2.0 TDI 150 SE Business	£22525	148	106	20
2.0 TDI 150 Eleg.	£22645	148	107	22
2.0 TDI 150 Laurin & Klement	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G'line	£21425	108	90	15
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	135	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
SUPERB 5dr hatch Enormous and brilliant. A cut-price E-class for the masses	★★★★☆			
1.6 TDI 105 SE Business GreenLine	£20625	103	109	17
2.0 TDI 1				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 BITDI 180 Business SWB DSG	£66822	177	214	38
2.0BITDI180 Bus. 4Mot.SWBDSG	£71553	177	232	39
2.0 BITDI 180 EX. 4M SWB	£43776	177	208	31
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 D3 SE Nav S-S	£29795	134	119	23
2.0 D4 R-Design Lux Nav S-S	£35145	178	103	29
2.0 D4 R-Design Lux S-S	£33945	178	103	29
2.0 D4 R-Design Nav S-S	£32545	178	103	28
2.0 D4 R-Design S-S	£31345	178	103	28
2.0 D4 SE Lux Nav S-S	£33445	178	99	29
2.0 D4 SE Lux S-S	£32245	178	99	29
2.0 D4 SE Nav S-S	£31045	178	99	28
2.0 D4 SE S-S	£29845	178	99	27
2.4 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.4 D5 R-Design Nav S-S	£34095	212	120	29
2.4 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22205	148	139	21
1.6 T3 SE S-S	£27205	148	139	22
1.6 T3 R-Design S-S	£28705	148	139	23
3.0 T6 Polestar	£49785	346	237	38
1.6 D2 Business Edition S-S	£22945	113	108	17
2.0 D3 Business Edition S-S	£23995	134	119	22
2.0 D3 SE S-S	£28995	134	119	23
2.0 D3 SE Lux S-S	£31395	134	119	24
2.0 D3 R-Design S-S	£30495	134	119	24
2.0 D4 Business Edition S-S	£25455	178	99	26
2.4 D6 AWD Plug-in Hybrid	£50175	275	48	-
2.4 D6 AWD Plug-in H R-Design LN	£51875	275	48	-
V70 5dr estate	Spacious, but suffers from vague steering and old engines			
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.4 D5 SE Lux S-S	£34570	212	126	30
1.6 D2 Business Edition S-S auto	£25695	113	111	18
2.0 D3 Business Edition S-S	£25695	161	119	24
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon	Refined, high-quality exec saloon.			
Poor ride and residuals				
1.6 D2 SE Lux S-S auto	£32220	113	109	21
1.6 D2 SE Nav S-S auto	£30720	113	109	20
2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 D4 SE Nav S-S	£32220	178	104	28
2.4 D5 SE Lux S-S	£36835	212	120	31
XC60 5dr 4x4	Lovely, usable and attractive interior. Newer engines keep it fresh			
3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
2.0 D4 SE Nav S-S	£31660	178	117	28
2.0 D4 SE Lux S-S	£32460	178	117	28
2.0 D4 SE Lux Nav S-S	£34360	178	117	29
2.0 D4 SE Lux S-S	£35160	178	117	29
2.0 D4 R-Design S-S	£32935	178	117	28
2.0 D4 R-Design Lux S-S	£33735	178	117	28
2.0 D4 R-Design Lux S-S	£35560	178	117	29
2.0 D4 R-Design Lux Nav S-S	£36360	178	117	30
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.4 D4 SE AWD S-S	£33190	178	139	28
2.4 D4 SE Nav AWD S-S	£33990	178	139	29
2.4 D4 SE Lux AWD S-S	£35890	178	139	30
2.4 D4 R-Design Nav AWD S-S	£36690	178	139	30
2.4 D4 R-Design AWD S-S	£34465	178	139	29
2.4 D4 R-Design Lux Nav AWD S-S	£35265	178	139	29
2.4 D4 R-Design Lux AWD S-S	£37090	178	139	30
2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30
2.4 D5 SE Nav AWD S-S	£35990	178	139	30
2.4 D5 SE Lux Nav AWD S-S	£38690	178	139	31
2.4 D5 R-Design Nav AWD S-S	£37265	178	139	30
2.4 D5 R-Design Lux Nav AWD S-S	£39890	178	139	31
XC70 5dr estate	Dull and unexceptional, but built to last			
2.0 D4 SE Nav S-S	£34470	178	117	28
2.4 D4 SE Lux 4WD S-S	£38350	161	139	30
2.4 D5 SE Nav 4WD S-S	£39285	212	139	30
3.0 T6 SE Lux 4WD	£43180	300	248	37
2.4 D4 SE Nav	£36400	161	139	30
2.4 D5 SE Lux 4WD S-S	£41235	212	139	31
XC90 5dr 4x4	Volvo takes the fight to Land Rover - with seriously impressive results			
2.0 T6 320 Momentum	£49205	316	179	-
2.0 T6 320 R-Design	£52845	316	179	-
2.0 T6 320 Inscription	£53745	316	179	-
2.0 T8 Hybrid Momentum	£59955	395	59	-
2.0 T8 Hybrid R-Design	£62855	395	59	-
2.0 T8 Hybrid Inscription	£63705	395	59	-
2.0 D5 225 Momentum	£45750	222	149	-
2.0 D5 225 R-Design	£49285	222	152	-
2.0 D5 225 Inscription	£50185	222	152	-
WESTFIELD				
SPORT 2dr open	Entry-level Westfield. Sport Turbo very quick and fun			
1.6 135 Sigma	£18999	135	171	-
1.6 155 Sigma	£19999	155	-	-
1600 Sport Turbo	£24999	192	171	-
2.0 200 Duratec	£23499	200	-	-
Turbo UK225	£25649	225	185	-
1.6 Sport Turbo 3 UK200	£26500	201	178	-
XR2R 2dr open	Mad bike-engined mini Le Mans racer. Not cheap but fast			
1.3	£27950	178	-	-
XR4R 2dr open	As above, but even more so. Hard to justify over obvious rivals			
1.8	£29995	192	-	-
ZENOS				
E10 2dr open	A Lotus and Caterham love child. Fun and affordable in near perfect measure			
2.0	£24995	200	-	-
2.0 S	£29995	250	-	-

AUTOCAR TOP FIVES

Hypercars



1 McLaren P1 From £866,000
McLaren set out to build the best driver's car in the world and has come ridiculously close. A 903bhp go-kart. ★★★★★



2 Porsche 918 Spyder From £674,000
Only in this category do five stars not guarantee the class lead. The 918 feels built to rule, too. A mind-boggler. ★★★★★



3 LaFerrari From £950,000
No UK drive means its amazing numbers can't be verified – but our first look suggests its reputation is deserved. ★★★★★



4 Bugatti Veyron From £1.15m
A waning obsession with petrol power taken to its extreme limit. There are better cars – but none quicker. ★★★★★



5 Pagani Huayra From £1.4m
Last century's idea of a hypercar. Staggering in almost every way – not least its looks. As exclusive as it gets. ★★★★★

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Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mph test/4000rpm	Weight (kg)	TEST DATE
RCF 2dr coupé	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
LOTUS												
Elise 2dr roadster	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
GRANTURISMO 2dr coupé	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
MAZDA												
2.5dr hatch	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.6 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
3.5dr hatch	159	7.1	17.1	4.1	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
1.6d MPV	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
5.0dr Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MCLAREN												
650S 2dr coupé/roadster	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19/6-	-	7.5.14
MERCEDES-AMG												
C63 4dr saloon	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
MERCEDES-BENZ												
A-CLASS 5dr hatch	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12	
A200 CDI Sport	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12	
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12		
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CDI cab	155	7.4	19.6	7.5	4.5	2.4	201	329	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
363 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
G63 AMG 4x4	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	145	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
SL 500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	75.08
SL63 AMG	155	4.6	10.4	3.8	6.7	2.5	518	465	34.3	17/21	2000	75.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09
MG												
3.5dr hatch	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6dr hatch	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
MINI												
MINI 3dr hatch	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
MITSUBISHI												
ASX 5dr hatch	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
MORGAN												
PLUS 8 2dr convertible	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
NISSAN												
MICRA 5dr hatch	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.11.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.11.11
NOTE 5dr hatch												
1.2 Acenta Prrm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCiIn-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
LEAF 5dr hatch												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
NOBLE												
M600 2dr coupé	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
1.2 VTI Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
1.6 e-HiD 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate												
2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 Mini SUV												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr hatch												
Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7	149	1790	25.12	25.12	25.12



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1 AYG	EPOA	2 TGJ	£5,200	VJO 5	EPOA
1 BMT	EPOA	2 TTR	£5,300	5 WBS	£6,700
1 CSG	£26,000	3 APN	£5,900	X5 GTP	£1,500
CTG 1	£24,500	3 BBG	£5,900	APE 6	£5,500
EBN 1	£23,900	BSR 3	EPOA	6 ASL	£5,700
1 EJK	£31,500	DWV 3	£5,900	6 BCC	£6,400
1 FJY	EPOA	3 ECM	£6,600	6 BSJ	£5,400
1 FKS	£18,500	3 EJK	£5,900	6 BTS	£5,700
1 GNE	£13,900	3 KEB	£5,900	6 CDP	£5,600
1 HCU	£7,500	3 LCJ	£6,400	6 CGL	£6,000
1 HDU	£7,500	3 LDW	£4,900	6 CRJ	£5,100
KBS 1	£22,500	3 NRJ	£4,900	6 CSD	£5,600
KCN 1	EPOA	3 OBB	£8,500	6 CSG	£4,700
1 KUT	£22,500	3 PCT	£6,200	6 CSJ	£5,400
1 KPA	£20,900	3 PDA	£5,900	6 CWS	£5,400
KFO 1	£22,500	3 TCA	£5,900	6 DBG	£5,700
LDS 1	£24,000	TDS 3	£5,900	6 DTL	£5,100
1 LLL	£22,700	3 TGJ	£4,900	GLS 6	£5,700
1 LVO	EPOA	3 TPS	£5,900	6 HMC	EPOA
1 MRX	EPOA	3 VPB	£26,500	6 KAD	£6,500
1 NES	£26,500	3 WBC	£5,900	LJ 6	£28,800
1 PKS	EPOA	3 NOT	£4,900	6 MBD	£5,100
1 PMM	£29,900	4 AHM	£6,500	6 MLE	£5,400
PSG 1	£29,900	4 BY	£25,900	6 MRD	£5,900
1 SANE	£12,500	4 BDK	£4,900	6 MTP	£5,200
1 SNH	£26,500	4 CBG	£5,400	6 NAJ	£5,600
SFJ 1	£20,500	4 CSJ	£5,400	NBG 6	£6,200
SGO 1	£19,500	4 CSW	£5,400	6 BWS	£6,800
TMO 1	£19,500	FPS 4	£5,500	6 PBT	£5,600
1 TWP	£19,900	HR 4	£22,500	6 RRR	£5,900
TWP 1	£24,900	4 LCP	£5,400	6 TPT	£6,200
1 UUA	£9,000	4 NDD	£4,700	WGR 6	£8,500
UWY 1	£7,800	4 OOO	EPOA	7 BDB	£8,500
YYP 1	£12,500	4 PFJ	£6,800	7 BDR	£6,100
2 CBN	£6,100	4 RFP	£5,600	7 CBR	£6,600
2 CST	£6,800	SSE 4	£5,400	7 CBS	£6,100
2 DPN	£5,600	TPS 4	£5,900	7 CTJ	£5,900
2 ERN	£5,900	TSJ 4	£4,900	7 DJJ	£6,100
2 FSJ	£5,200	4 TRC	£6,100	7 JOM	£6,500
2 GLO	EPOA	A5 TML	£750	7 LGS	£5,600
2 GOS	£5,500	5 BBW	£5,900	7 MGJ	£5,600
2 HPN	£4,600	BNS 5	£5,700	7 OF	£19,900
2 LCB	EPOA	5 CRJ	£5,100	7 SGR	£6,200
2 MPN	£5,200	5 CSJ	£5,100	WPW 7	EPOA
2 NDJ	£6,600	5 GDJ	£5,100	8 BDS	£6,100
2 NGJ	£5,600	5 GKG	£5,000	BLS 8	£6,100
2 NTL	£8,200	5 KCJ	£5,100	BNS 8	£6,600
2 NTP	£5,200	5 KDJ	£5,700	8 BR	£19,900
OBE 2	£6,200	5 LRD	£6,300	8 BSJ	£6,600
OBW 2	£6,900	NMR 5	£8,900	8 BRS	£6,500
2 PHB	£9,000	PCT 5	£6,500	8 CBW	£6,500
SC2	EPOA	5 PPS	£5,600	8 EEF	£99,700
2 SSP	EPOA	R5 TML	£750	8 GSJ	£5,200
2 TBR	£5,600	5 RCJ	£5,100	GSJ 8	£6,100
TCF 2	£8,900	5 RGJ	£5,100	8 JKW	£6,900
2 TEM	£4,500	5 SSJ	£5,900	8 KAX	£4,000
2 TET	£5,900	TTP 5	£6,400	8 OS	£26,500

8 TJC	£6,800	11 TET	£5,600
9 AGR	£5,600	12 DSC	£5,900
9 BPS	£6,700	DPS 12	£6,200
9 GTS	EPOA	12 GG	£8,400
9 PGB	£6,800	HTL 12	£4,600
9 SJW	£8,600	HTL 44	£4,100
9T	£178,000	12 JCP	£5,900
10 BCS	£5,900	12 JTC	£6,500
10 BMS	£7,200	MGM 12	£6,400
10 CPS	£5,500	12 MPW	£6,200
10 DTS	£6,600	12 PAG	£5,500
10 GTA	£6,200	12 PBH	EPOA
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10 SUE	£16,450	13 JTR	£5,900

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10 TJC	£5,100	19 WD	£4,900
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CJV 11	£8,600	JJ 21	£16,500
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JBS 11	£9,800	24 SJ	£7,900
11 JCJ	£6,200	25 DMS	£7,800
11 JDR	£6,700	25 N	£15,800
11 JJC	£6,900	25 LF	EPOA
11 JPS	£7,500	26 JEF	£4,300
11 LRX	£3,500	27 GN	£5,500
PGM 11	£6,400	28 JFJ	£3,500
11 RPP	£5,400	29 BN	£5,900

29 DK	£8,500	71 DJO	£2,700
29 KJ	£6,500	73 NP	£5,900
30 A	£40,000	MRS 74V	£4,500
30 SKP	EPOA	76 FC	£6,500
30 WED	£4,800	76 NR	£6,300
31 JBB	£5,900	77 EH	£8,500
32 MB	EPOA	GMR 79	£5,500
TA 33	£9,500	82 MB	£12,900
34 FC	£6,200	GFG 84	£2,900
GBC 34	£5,350	84 PB	£7,950
34 LEW	£4,500	84 SS	£18,500
34 LR	£6,200	88 DFX	£1,500
35 P	£19,500	88 HEA	£3,400
36 BJ	£5,100	91 NS	£8,900
36 HA	£5,100	93 BP	EPOA
RH36	£17,200	94 DF	£5,800
37 BD	£7,700	H 97	EPOA
37 DN	£6,400	D98	£19,900
37 EPE	£3,500	GK94	£12,500
37 NA	£5,900	107 JON	£6,400
38 AJW	£8,500	111ATS	£8,500
59 BD	£7,500	111 JJC	£6,800
39 JOR	£3,900	111 NXS	£3,900
SS 42	EPOA	111 RD	£9,400
43 MB	£9,500	WGV 111	£4,500
44 TA	£6,800	112 DH	£4,500
46 DH	£8,950	MOB 113S	£7,500
48 BK	£5,900	118 PJ	£3,500
PEP 51	£19,900	AFM 135	EPOA
RHL 51	£3,900	DS 154	EPOA
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HC 60	EPOA	631 GPB	£3,600
HJH 60	£4,000	700 A	£16,900
60 PO	EPOA	767 FMF	£3,500
61 DN	£5,200	900 GH	£6,900
62 HC	£5,900	900 GW	£6,800
MC 63	£9,800	911 PJ	£16,000
64 BN	£5,900	1234 HC	£4,900
65 BET	£5,200	KG 2371	£3,500
66 JA	£8,750	4804 PJ	£5,500
66 JEF	£5,900	5065 MP	£4,000
67 SN	£5,500	5330 MV	£3,500
67 DFC	£4,500	5516 JW	EPOA
67 KF	£5,500	MG 9393	£5,500
68 LD	£6,600	CIASY	£5,900
69 LK	£5,900	T GRIF	£6,500
70 KPD	£4,200		
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71 BO	£4,900		
71 DEB	£8,500		

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£178,000

D 98

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I HDU

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I SNH

£POA

T TAIT

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UWY I

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I NES

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TA 33

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7 OF

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GOOD QUALITY DATELESS NUMBERS WANTED

1 JL

DW

JV

PW

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MRR 1C	£7,800	BAN 1M	£7,000	G84 KER	£4,000	MWA IIS	£5,800	V84 NKS	£4,900	22 PAG	£5,500
MRN 4IL	£3,900	BAU 50R	£4,500	G11 OYDS	£4,500	N81 ACK	£5,900	W4 TON	£5,500	19 BOB	£8,500
MYP IG	£9,000	BMW 70M	£5,500	GHO 5T	£85,000	NBO 5S	£4,000	WILLIAMS	£95,900	22 BOB	£12,500
DRF 15H	£4,500	77 OMS	£12,500	GOW 7N	£3,000	NUT 4L	£5,000	WICKT	£3,900	USA 80B	£5,000
GI BON	£19,800	BOW 4N	£12,500	G RU5H	£6,500	P4 EGE	£5,900	WCA 5H	£3,900	16 DAD	£5,500
GI LLS	£85,000	JSM 117H	£6,400	H57 OCK	£2,900	RHY 4N	£5,000	WCR 15P	£3,900	21 BUG	£5,500
Willi AMS	£95,900	KSM 117H	£6,400	K57 OCK	£3,900	RUS 77IE	£3,500	WHO 15IT	£16,500	14 PAD	£4,900
KER 57Y	£5,900	LSM 117H	£6,400	HEL 3R	£5,900	RW5I GNS	£4,000	398 ROD	£3,200	14 MRS	£6,900
BEV 11N	£4,900	BOW 70X	£12,500	HWA IIS	£4,500	S57 EAD	£4,000	P373 KAY	£12,500	13 RET	£14,000
BAN 7Y	£5,900	BRA 6S	£5,900	JAG3R	£6,500	JT 5INGH	£4,900	170 NGE	£6,500	13 SAJ	£4,700
CAV 3S	£11,500	BRA 55H	£5,900	JOS IIB	£5,500	SLA 7S	£4,000	L154 000	£5,500	11 OTX	£4,700
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CRE 4D	£5,500	DA51 SEY	£4,500	K80 XES	£3,500	T12 ESA	£3,500	86 TOM	£5,900	16 MAX	£14,500
CRA 5S	£4,000	D4 5TEF	£4,500	K81 GGS	£4,900	TE55 SSS	£2,900	81 OG	£6,000	LEM 9	£5,900
CJL ION	£4,500	E1 DDE	£10,500	KEA IY	£5,200	T TA1T	£6,500	58 EEF	£25,000	4 MRX	£7,500
DAV IIOW	£6,400	E1 DDY	£26,000	KRU 55H	£5,500	T57 EEL	£4,900	55 HEF	£5,900	P1 XTR	£2,450
D57 OCK	£3,900	EI ONG	£5,500	KRU 555H	£5,500	3 BOG	£4,900	53 BEN	£5,900	A6 000	£14,000
DEN 77S	£3,000	ELE 5IA	£8,400	KUG 44A	£2,500	BOG 6	£5,600	51 LY	£9,500	7ONY L	£14,500
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AEA 5T	£5,500	FAB IIE	£6,400	MI KEJ	POA	USA 80B	£5,000	B34 STY	£7,500	T GRIF	£6,500
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 Number Plates Dealer**

YOUR INITIALS

I LHH £29,995	AAD I	I BJT	8 CPR	I ECL	38 F	5 GRJ	IT I	5 JY	LBW I	LO I	5 MSF	4 PBR	I PWP	RSE 6	I TAB	I VJC
8 HCR £7,995	AAW I	12 BK	6 CRN	3 EDP	3 FAA	6 GSJ	1Y I	39 K	7 LCD	9 LPR	6 MTM	8 PCA	I PWW	RSJ 9	1 TBS	I VJF
GNM I £49,995	5 ABW	8 ACN	3 BLB	2 EDW	1 FAG	8 GSK	4 JBE	9 KAD	5 LCR	1 LPS	5 MTP	4 PCC	I RAA	1 RTJ	1 TCG	I VJL
I KU £150,000	1 AEA	6 BLS	7 CSJ	90 EE	4 FAP	1 GWF	3 JBM	1 KBC	1 LCT	2 LRD	1 MVH	3 PCF	I RAT	1 RTM	1 TOL	I VJT
HN 4 £39,995	5 AEG	BME 6	1 CT	1 EEB	FCH 8	8 GY	9 JBJ	4 KBS	1 LDA	3 LRG	1 MWG	9 PCR	I PCJ	4 RBC	8 RV	3 TDD
MJY I £29,995	5 AEK	5 BMF	1 CWT	1 EEC	5 FCS	8 HAP	7 JCN	5 KCD	1 LDD	1 LRM	4 NCM	1 PDA	6 RBR	RWR I	68 TE	1 VLS
SSJ 4 £6,995	9 AEM	6 BMO	6 CY	1 EED	FD 5	3 HAP	7 JCN	5 KCP	1 LDG	3 LRP	1 NCR	1 PDK	1 RCC	6 RWT	TED 9	1 VMC
5 JNC £6,995	3 AEN	6 BPR	DAO I	1 EEF	3I FE	HAS I	5 JCT	4 KCR	3 LDJ	LR 7	4 NCT	1 PDN	1 RCJ	RY 9	TEP I	1 VMM
I KHC £29,995	6 AEP	BPS I	9 DBW	1 EEL	FEM I	83 HB	1 JDO	1 KCW	1 LRT	1 LRT	8 ND	4 PEJ	5 RCR	SBW I	1 TEW	1 VMP
4 SGJ £6,995	1 AER	6 BRJ	6 DCA	EEM I	70 FJ	HC 8	JDT I	1 KDC	8 LDW	5 LSA	1 NDG	1 PDK	7 RDA	2 SCN	7 TGD	1 VMT
I SGS £39,995	1 AFL	6 BSW	5 DCF	EF 3	5 FJA	1 HCT	JFD 5	1 KDJ	1 LE	1 LSD	3 NDP	1 PES	3 RDD	1 SDP	THW I	9 VN
MHH I £49,995	4 AFP	1 BCU	1 DCR	EG 1	8 FJD	HDS 6	JFF 7	5 KDP	6 LEC	1 LSF	1 NDS	1 PEW	6 RDR	1 SFH	1 TJJ	7 VO
9 PCR £6,995	1 AFR	1 BTU	7 DDG	EGW I	1 FJT	1 HE	8 JFJ	1 KEK	1 LEL	1 LSG	2 NEG	3 PFC	6 RDR	1 SFH	1 TJN	1 VP I
RKW I £49,995	9 AHD	1 BV	5 DDH	1 EHH	34 FL	3 HEG	JGJ I	1 KET	1 LF I	LSJ 3	4 NF	6 PGT	REF 7	SFP 2	85 TK	1 VU I
7 JCN £7,995	9 AHH	1 CA I	4 DDL	45 EJ	3 FMR	HEH I	JGS I	KFM 9	9 LG	LS 6	4 NF	6 PGT	REF 7	SFP 2	85 TK	1 VU I
I KDJ £29,995	1 ALK I	1 AMF	1 CAY	5 DFP	EJE I	46 FN I	59 HG	1 JJA	1 KGR	1 LGS	1 LVS	86 NJ	PHC 4	1 REO	1 SGG	1 WAA
	1 APE	6 CBG	1 DGT	EJL 4	FN I	59 HG	1 JJA	1 KGR	2 KJF	1 LGS	1 LVS	86 NJ	PHC 4	1 REO	1 SGG	1 WAA
	1 APJ I	1 CBR I	1 DFT	EK I	G 29	5 HJE	5 JLE	KJG I	1 KJL	1 LHM	1 MDJ	1 NPL	1 PLA	6 RGT	1 SGP	1 WAP
	8 APN	CCF I	3 DGK	1 EKM	5 GAE	6 HJG	JKL 7	1 KJK	1 LHM	1 MDJ	1 NPL	1 PLA	6 RGT	1 SGP	1 SGT I	1 WAP
	1 ARN	5 CDD	7 DHD	EL 4	1 GAJ	HJK 3	6 JMO	84 KL	1 LHM	1 MDJ	1 NPL	1 PLA	6 RGT	1 SGP	1 SGT I	1 WAP
	1 ATT	4 CDK	DJ V I	ELK I	5 GAK	6 HJL	5 JMO	2 KLA	1 LHM	1 MDJ	1 NPL	1 PLA	6 RGT	1 SGP	1 SGT I	1 WAP
	1 ATW	92 CE	6 DN	EMC I	9 GBS	3 HJN	6 JNA	1 KLD	3 LHP	ME I	1 NLS	6 PLD	1 RGT	1 SGP	1 SGT I	1 WAP
	1 AWC I	6 CEG	5 DNB	1 EMT	GBW 7	HJ P I	5 JNC	4 KLJ	1 LJB	1 MEJ	5 NMM	9 NPL	1 RGT	1 SGP	1 SGT I	1 WAP
	1 AWM	1 CEK	6 DPN	36 EN	4 GCC	1 HJW	8 JND	1 KKL I	8 LJ I	1 MFA	1 NMR	6 PLS	1 RHP	1 SGP	1 SGT I	1 WAP
	8 BQ	1 CEL	1 DSE	EPD I	6 GCP	HLB I	6 JNS	1 KLP	1 LJB	1 MFF I	8 NMS	4 PLT	1 RJD	4 SND	1 VAF	1 WJE I
	1 BAC	2 CFP	9 DTL	6 EPM	9 GCS	HLH I	1 JPG	KMS I	1 LJR	MF 3	1 NPD	1 PMT I	1 RJO	2 SNN	1 VAD	1 WJT I
	6 BAW	1 CFT	DVS 7	2 EPW	3 GDD	1 HMM	9 JPN	1 KMW	1 LJV	MF 3	9 NPM	1 PNB I	1 RUT 8	6 SNN	1 VAF	1 WJT I
	BC 6	7 CGL	6 DWE	ER 2	2 GDF	8 HMK	6 JRN	KN I	1 LK I	1 MFR	86 NR	1 PNB I	1 RUT 8	6 SNN	1 VAF	1 WJT I
	6 BCM	8 CHB	E 67	1 ERC	6 GDR	1 HMT	JS 3	5 KNM	3 LKC	ME I	1 NRD	1 PNB I	1 RUT 8	6 SNN	1 VAF	1 WJT I
	5 BCP	CHG I	9 EAA	4 ERG	GE I	HN 4	3 JSE	KNS I	7 LKP	4 MGG	NRL I	1 PPS 5	1 RKM I	1 SRE	1 VAM	1 WRM
	4 BCT	CUK I	1 EAD	3 ESC	GEJ 5	4 HPM	1 JSH	KP I	2 LKS	1 MGP	NS I	9 PRT	1 RKR	1 SRR	1 VAP	1 WS I
	9 BDR	1 CJV	1 EAJ	ESS 3	2 GEK	HPS 2	7 JTW	KR I	2 LKT	1 MHC	5 NSA	6 PSA	1 RKR	1 SRR	1 VAP	1 WS I
	1 BEF	1 CKM	4 EAL	3 ESD	5 GHD	HR 74	1 JTK	1 KRH	LL 79	MJY I	NSB 4	5 PSJ	1 RLF	SSJ 4	1 VCM	1 YB 39
	1 BFH	2 CL	6 EAP	6 ESH	5 GJD	4 HRG	9 JTL	9 KRL	1 LJC	7 MKD	1 NSP	6 PST	1 RLF	SSJ 4	1 VCM	1 YB 39
	3 BHC	3 CLD	4 EAS	ESW 5	3 GJE	1 HRT	JTT I	KSJ 9	3 LLD	1 MKG	NTB I	79 PT	3 RL	9 STM	VE I	1 YG I
	6 BHM	7 CLE	EBM I	1 EV	86 GK	HRW I	1 JU	KTH 2	1 LLG	MLF I	OD I	PTB I	7 RN	6 SWA	1 VEB	1 YL
	6 BHS	1 CMF	1 EBW	1 EVH	6 GLJ	HSW 5	JW 3	KY I	1 LMG	7 MLP	OY I	PTD I	1 RPD I	SWJ I	1 VEW	1 YR 45
	8 BJA	83 CN	1 ECA	1 EWH	GNM I	8 HV	1 JWA	L 67	1 LMR I	MO I	5 PAK	7 PTH	1 RPD I	SWJ I	1 VEW	1 YR 45
	5 BJN	1 CFP	1 ECD	2 EWM	8 GRG	HW 2	JWG I	1 LAT	34 LN	8 MSE	7 PBD	9 PV	4 RRW	3 TAA	9 VJB	1 YV



NAMES AND WORDS

NAD 7A <i>Nadia</i>	480 UL	Abdul	CER 27S	Cerys	FAN 6G	Fang	L47I MER	Latimer	NEA IIE	Neale	SHA 29E	Sharpe
RAU IIL <i>Raul</i>	ABIO DUN	Abdoun	CHA I3L	Chanel	FAN 770M	Fantom	LAW I3R	Lawler	NEA 2Y	Neary	SHU 7T	Shutt
LUC 6IE <i>Lucie</i>	ADII LTS	Adults	CHA 2D	Chard	F42 HAN	Farhan	LAY 606K	Laycock	NEV IILN	Nevin	SLA 7E	Slater
20 HAN <i>Rohan</i>	AGA 7E	Agate	CHII EER	Cheer	F4 WKE	Fawke	L34 NNE	Leanne	NGU 73N	Nguyen	SLE 316H	Sleigh
HAL IIL <i>Halli</i>	ALD 23D	Aldred	CLA 42K	Clark	2 FED	Fed	I34 VER	Leaver	N8I ETT	Niblett	SIO UGH	Slough
THA 4IN <i>Thain</i>	AMB 83R	Amber	CLE 6G	Clegg	FEL I6IA	Felicia	L333 EKS	Leeks	NIG6 GEL	Nigel	SIG US	Slugs
WII NES <i>Wines</i>	ANN I84L	Annibal	CLII NCH	Clinch	FEL 22IS	Ferris	L3 GGE	Legge	NOE 3L	Noel	SMA I3Y	Smalley
I MUG <i>Mug</i>	ANS 510W	Anslow	CLII NGE	Clunge	FLU IIX	Flux	LEII TON	Le nton	I NYE	Nye	SPE 412S	Spears
DAR 7L <i>Daryl</i>	ANY 7A	Anya	604 TES	Coates	FOS 73R	Foster	LEI TIA	Leona	OB2 31N	Obrien	SPE IIEG	Spence
FI ESH <i>Flesh</i>	A26 ENT	Argent	COB 80ID	Cobbold	F2I DAY	Friday	I ODY	Lody	OD I	Odd I	SPI2 AGG	Spragg
ALD 3N <i>Alden</i>	AR63 NEL	Arsenal	RCO IE	Cole	G4 LES	Gale	LON 3R	Loner	OMA 22R	Omar	S74 PLE	Staple
WON IIG <i>Wong</i>	ASH 88Y	Ashby	COII DON	Condon	GAR IIL3R	Garner	LON 613Y	Longley	ONF I12E	On Fire	S7 ARK	Stark
L42 SEN <i>Larsen</i>	ASH IIGY	Ashley	CON 3R	Conner	GAR 242D	Garrard	LOR 2A	Lora	ORA 7OR	Orator	STA 7ON	Stanton
HOR 513Y <i>Horsley</i>	ASH IIOK	Ashok	600 MBS	Coombs	G33 SON	Geeson	LOV 3IL	Lovell	ORII ENT	Orient	S733 PLE	Steeple
FOS 73R <i>Foster</i>	AUS 72IA	Austria	COP I3Y	Copley	GEN 7T	Gent	I0 YD	Loyd	OSC 64R	Oscar	STO 22IE	Storrie
T323 NCE <i>Terence</i>	AWA 4N	Awan	COI2 ALS	Coral	G30 RDY	Geordie	IUC 44A	Lucia	PAS 60E	Pascoe	S724 KER	Straker
DOU IIG <i>Douglas</i>	AYE 2S	Ayers	CIO RKE	Cork	GIB BON	Gibbon	LUC 6IE	Lucie	P47 TON	Patton	SUII DAY	Sunday
M340 OWS <i>Meadows</i>	AYR 2E	Ayre	COI2 NER	Corn	GIL BEY	Gilbey	LUII ACY	Lunacy	P4V 6L	Pavel	TAU I2Y	Tarry
W216 LEY <i>Wrigley</i>	BAC 6K	Back	COI5 UME	Costume	GI AND	Gland	LYII NNE	Lynne	PAV 3Y	Pavey	TII3 LMA	Thelma
MAX 73D <i>Maxted</i>	T84 CON	Bacon	COTI 7IE	Cottle	GLO 21IA	Gloria	M46 KEY	Mackey	PAW 6L	Pawel	TIOO MBS	Tombs
HON 66Y <i>Honey</i>	BAL I4D	Ballad	COII PON	Coupon	GLO OLD	Gold	MAJ 357Y	Majesty	PAW I3Y	Pawley	TON 6E	Tonge
DIO LLS <i>Dolls</i>	BAN 93R	Banger	COW 3IL	Cowell	GOL IIE	Gollie	MAI 80N	Malbon	PEE 3K	Peeck	TOT 77IE	Tottle
II NTH <i>Eleventh</i>	BAN 7ON	Banton	COW 3N	Cowen	GRA 58Y	Grasby	MAI ABY	Mallaby	PEII DER	Pender	TOW 3IL	Towell
TAM 42A <i>Tamara</i>	B428 OUR	Barbour	COW 3Y	Cowey	G233 NER	Greener	MAI I3Y	Malley	PERI 31A	Pereira	T24 CEY	Tracey
BAS 537T <i>Bassett</i>	BAR 2IE	Barrie	COW I3Y	Cowley	G12 EER	Greer	MAI ORY	Mallory	PET 77Y	Petty	T24I NER	Trainer
	B412 ROW	Barrow	C12 ABB	Crabb	GRII EFF	Grieff	MAI LOY	Malloy	PEX 7ON	Pexton	TRE I3IE	Treble
	84 TES	Bate	CRA IILK	Craik	G12I EVE	Grieve	MAM 5S	Mams	PHIL NES	Phones	TUG 3	Tug
	BAT 33Y	Batley	CIO 2 SSY	Cross	G21 GGS	Griggs	MAI GAN	Mangan	P16 EAT	Pig Eat	TII2 NER	Turner
	BAT I3Y	Batley	CUE I	Cue	G2I MES	Grimes	MAI LEY	Manley	PLA 77S	Platts	TII2 TLE	Turtle
	BAU 6H	Baugh	CUT 73R	Cutter	GWII YMS	Gwilym	MAI SER	Manser	POII AND	Polland	T7 NAN	Tynan
	BEA 4L	Beal	DAL 33Y	Daley	H4I RUP	Hair	MAI TAS	Mantas	POO I3Y	Pooley	TT 2 ON	Tyrene
	B38 MER	Beamer	DAR 23IL	Darrell	HAI ATT	Hallatt	M42 CEL	Marcel	POS 3Y	Posey	UUN I7E	Unite
	83 ARD	Beard	D422 OCH	Dated	HAI PER	Hamper	M42 KUS	Markus	P247 LEY	Pratley	USH 33R	Usher
	B387 LES	Beates	DAT 3D	Datta	HAN 63R	Hangar	MAS IILH	Masih	PRO 832T	Probert	VAL 32IE	Valerie
	BEA 77TS	Beats	DAT 7A	Dawes	H42I AND	Harland	MAS 55IE	Massie	I PRU	Prunell	VAN IN	Vanin
	BEI4 VEN	Beaven	DAW 3S	Days	H412 OLD	Harold	M455 SON	Masson	PUG 513Y	Pugsley	V4 REY	Varey
	BEH 4N	Behan	D4 YES	Deary	H412 PER	Harper	MAY 606K	Maycock	RAM 8IE	Ramble	VAR I37Y	Variety
	B3II BOW	Benbow	DEA 4R	Deer	HED I3Y	Hedley	MAY IIE	Mayle	RAP I3Y	Rapley	V412 LEY	Varley
	BEN I7A	Benita	DEE 313Y	Deeley	HE64 RTY	Hegarty	MCC I34N	McClean	R47 NOR	Raynor	V455 ELL	Vassell
	BEL NET	Bennet	D3 NBY	Denby	H3II SON	Henson	MCC 24E	McCrae	RAY 75ON	Rayson	VEG 6E	Veggie
	B3II SON	Benson	DEN I58N	Denison	HEW I77T	Hewitt	MCC63 OWN	McGeown	I23 GAN	Regan	VOG 4N	Vogan
	BE55 ELL	Bessell	D3 NNS	Dennis	HOA IIG	Hoang	M660 WAN	McGowan	REG IIE	Regina	VOII LEY	Volley
	BES 7ON	Beston	DER 88Y	Derby	MESI HOG	Hog	MCG 202Y	McGrory	R3II ATE	Renate	VOY IE	Voyle
	BEZ I	Bez	D155 NEY	Disney	HOII LER	Holler	M34 DON	Meadon	2 EO	Reo	VUL 64N	Vulcan
	B16 COW	Big Cow	D0G IG	Dog	HOP 600D	Hopgood	MEA 4H	Meah	RHO I7A	Rhona	W4I GHT	Waigh
	814 NKS	Blanks	DIO LLS	Dolls	II ORN	Horn	MEE 5ON	Meeson	ROA 6H	Roach	JWA IT	Wait
	BOA 77S	Boats	DOV 3E	Dove	HUA IIG	Huang	SME IL	Meil	ROB 85ON	Robson	W44 LES	Wales
	BON 35Y	Bones	D247 TON	Drayton	HUN IIG	Hung	MEL 7ON	Melton	ROD 9	Rod	W4I SHE	Walshe
	BOII NEY	Bonney	D2 OWN	Drown	HUN 63R	Hunger	MOL 3E	Mole	ROII ERX	Roller	W4I DAS	Wanda
	BOII SER	Bonsor	DUC 6K	Duck	HUN IIT	Hunt	MON 44A	Mona	ROII LPH	Rolph	W4I2 NER	Warner
	BOO 7S	Boots	DUT 5ON	Dutton	HUN 733R	Hunter	M00 I3Y	Mooney	I ROIP	Roop	W4I2 NES	Wames
	BOII GHT	Bought	DWA 7IE	Dwayne	JAI IER	Jailer	MOR 264N	Morgan	ROS 377A	Rosetta	W444 YNE	Wayne
	B217 TEN	Britten	DI YKE	Dyke	JAN 377E	Janette	M0U IID	Mould	ROS I7N	Roslyn	WEB 813Y	Webley
	BRII KER	Broker	34 LES	Eales	J47 ESH	Jayesh	MOW I4M	Mowlam	ROT 73R	Rotter	WED 64R	Wed Car
	BRO IIEZ	Bronze	EAR 2L	Earl	KAU 53R	Kausar	M0Y 3R	Moyer	RIO UGH	Rough	W33 DGE	Wedge
	B2 USH	Brush	EDM 4N	Edman	KEE I3Y	Keeley	M0Y 2A	Moyra	RUS 55ON	Russon	W33I DER	Weeder
	BRU 7ON	Bruton	EDY 7A	Edyta	KER 3N	Keren	I MUG	Mug	SAK IIA	Sakina	WEN I06K	Wenlock
	BUI2 DON	Burdon	EGE 27ON	Egerton	K325 HAW	Kershaw	MUL IIA	Mulla	S4II UEL	Samuels	W357 ALL	Westall
	BUR 2N	Burn	ELD 23D	Eldred	KUR 2T	Kurt	MUL I3R	Muller	S4II DOR	Sandor	WII ALE	Whale
	BUT 77IE	Buttle	ELG I6	Elena	LAG I6	Lag	MUI2 TON	Murton	S4II GER	Sanger	WII4 LEY	Whaley
	BYE 2S	Byers	EMY 7R	Emyr	LAN 44A	Lana	MUS I64L	Musical	S4II CES	Sauces	WII ARF	Wharf
	CAR 2D	Card	EVE I17N	Evelyn	LAN 2A	Lara	MUI5 ELL	Mussell	SCA I1Y	Scally	WII NES	Wines
	CAR 21IE	Carrie	EVE 23ST	Everest	LAN 2K	Lark	MUT 2	Mutt	SCII RER	Scorer	WOI2 TON	Worton
	CAR 13Y	Cawley	EVE 25ON	Everson	L42 NER	Larner	NAJ 4T	Najit	53 EA	Sea	WURZ 3LE	Wurzel
	I CAY	Cay	EWA I2T	Ewart	LAS 5T	Last	NAR 61IS	Nargis	SEII XXX	Sell	YUS IIR	Yuslin
	C343 STE	Celeste	FAI OWS	Fallows	LIT I4IM	Latham	N474 LLE	Natalie	SES 4Y	Sesay	YUL 3E	Yule

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ACE IS	100 DOG	XX06 JAY	JI MVW	PAU 180Y	TAZ 9886
AFO4 AMY	G3 DOY	J40 JKS	NAT 486	T100 PMR	T6 TEU
BDU I	AI EGE	SII JLV	NEA 103	RAZ 1000	TNR I
38 BGW	EL I2	KJW 100	W123 NEV	W31 RMW	W888 TOY
S17 BSH	MU57 ENG	45 KR	NNR 930	DI RRV	742 UHK
B4 BVJ	694 FDM	OVII LAN	N33 NYK	I RTN	UPM 232
2 CDF	639 FUF	H6 LOU	I OC	8304 SC	BI VMS
FI CDF	Y8I GGS	II LYD	LIO OJO	SHW 300	AUIO WAY
57 CF	GR 9917	VI2 MKE	DIO OPS	FI4 SPD	WOT IE
BI5 CLC	X6 HAB	M3 MMB	N22 OSH	ST 7339	J999 YOU
JI DTB	HRC 199	X666 MRS	PAT 602R	SVC I	MI55 YPX

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ANZ 1	£19,000	ERZ 111	£1,490	JIG 3	£4,500	LIG 55	£2,700	OJI 24	£1,250	TIL 2	£7,500
BEZ 4444	£890	EXZ 44	£1,150	JIG 6	£3,900	LIG 222	£1,590	ONZ 1	£8,500	TIL 4	£6,500
BIG 33	£4,500	FAZ 200	£990	JIG 22	£2,950	LIG 333	£1,590	ONZ 11	£2,100	TIL 22	£5,500
BIG 8055	£15,500	FIL 22	£7,500	JIG 66	£2,700	LIG 555	£1,590	PEZ 88	£1,590	TJI 44	£2,500
(BIG BOSS)		G930 BEV	£690	JIG 88	£2,700	LIG 2000	£990	PEZ 999	£1,290	UNZ 44	£1,150
BUI 88	£2,500	GAZ 21	£4,900	JIG 111	£2,500	LIL 350	£1,550	PIL 5	£12,500	UNZ 77	£1,250
DEZ 26	£990	GAZ 7777	£3,900	JIG 610	£890	LXI 16	£990	(PILS)		UUI 109	£750
DEZ 33	£3,500	GIG 660	£850	JIG 611	£890	MEZ 38	£1,050	PIL 1111	£3,500	VDZ 300	£990
DEZ 58	£950	GIG 2222	£950	JIG 612	£890	MEZ 8888	£1,050	PJI 650	£650	VEZ 600	£900
DEZ 248	£650	HBZ 222	£1,850	JIG 1111	£1,850	MIW 415	£650	PXI 300	£1,250	VJI 4	£3,500
DEZ 249	£650	HBZ 300	£1,450	JIG 7902	£99	MNZ 12	£990	P9 BMM	£890	WDZ 766	£750
DEZ 5000	£1,650	HIL 20	£4,900	JIL 130	£1,190	MUI 11	£4,500	RAZ 225	£990	WIL 1	£85,000
DIG 12	£3,500	HRZ 1	£6,500	JIL 577	£1,190	NCZ 88	£1,750	RAZ 2000	£1,850	WIL 2	£24,500
DRZ 8518	£199	HRZ 77	£2,500	JIL 722	£1,090	NIL 445	£690	REZ 7777	£1,650	WIL 4	£9,500
EBZ 911	£2,500	HUI 25	£1,850	KIG 1196	£99	OAZ 1	£21,000	RIL 1111	£2,500	WIL 66	£4,500
ECZ 1	£7,500	IIG 22	£2,500	KIG 2310	£99	OCZ 22	£1,690	RUI 22	£1,750	WIL 1111	£4,900
ECZ 2	£5,500	IIG 80	£990	KIG 3633	£99	OIB 803	£790	RUI 300	£850	WIW 4480	£290
EHZ 6	£2,400	IIG 222	£1,490	LAZ 1	£24,500	OIL 225	£950	SDZ 600	£890	WXI 88	£1,890
EHZ 4625	£150	IIL 566	£750	LAZ 911	£4,900	OIL 330	£1,250	SHZ 33	£2,500	XJI 200	£2,100
EIL 1	£19,900	IIL 705	£750	LBZ 22	£1,950	OIL 377	£950	SHZ 333	£2,100	XXI 215	£790
EIL 40	£2,100	IIL 752	£750	LEZ 33	£3,500	OJI 1	£18,500	SIB 933	£990	YEZ 444	£900

All of the above registrations belong to Valley Registrations. Most numbers are on retention and for immediate transfer



MATT BURT

Rear View Mirror: tales from our archive

A tour of Cowley 6 July 1934



Car production at Cowley in Oxford began in 1913, and by the middle of the 1930s the plant was producing well over 100,000 vehicles a year.

In 1934, shortly after the Morris factory had undergone a £250,000 refresh of the production facilities, Autocar's Maurice Sampson paid a visit.

Sampson wrote that the site was "staggering, not only in its immensity, but in its detailed, organised simplicity."

"For quite a number of years I have been a fairly frequent visitor to Cowley and I thought I knew the layout pretty well. But when I went there the other day I was completely lost. Everything was changed, everything new."

"Enormous sums of money have been expended on equipment that is designed to render the flow of production of cars of widely differing types not only as smooth as possible but also to the end that the cars are as perfect as possible."

Cowley's streamlined production line was modelled on that pioneered by Henry Ford, and our man toured the line where "Morris Eights, Tens, Cowleys and Oxfords were taking shape. The Isis and Twenty-Fives have a shop to themselves.

'No matter whether it is a Morris Eight or a Morris Oxford, its progress down the line is at the same rate: 25 minutes a chassis'

"Every item going into the complex structure called a car is given the minimum length of journey to its appointed place on the chassis," wrote Sampson. "Not only is time saved, but men do not have to expend energy in walking about after a component."

Sampson also highlighted the vast automotive supply chain that had sprouted across the Midlands. "Cowley is over 90% an assembly, as opposed to a manufacturing plant," he continued. "With the exception of a certain amount of coachwork, nothing is made there. From Coventry come engines, castings, coachwork; from

Birmingham come gears, tyres, wheels and electrical equipment.

"From other centres arrive frames; from the other side of Oxford the radiators pour in. In Cowley a huge plant disgorges steel pressings, and other large supplies come from Birmingham."

Sampson estimated the length of the line at about half a mile and marvelled at the pace of production. "No matter whether it is a Morris Eight or a Morris Oxford, its progress down the line is at the same rate: 25 minutes a chassis," he wrote. "There are five conveyor lines and on these five lines 120,000 cars can be produced in a year."

Morris had chosen to overhaul its plant long before the machinery was obsolete. Sampson reckoned that would fill prospective buyers with confidence. "It is something for an owner to know that a firm with the enterprise and confidence to scrap a plant before it was worn out, merely because an improvement could be effected by its replacement, is not only thinking of the present but of the future. A car built by such a firm, with so fine a plant, must be right if the design be right."

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

EDITORIAL

Tel +44 (0)20 8267 5630
Email autocar@haymarket.com
Editor Jim Holder
Editor-in-chief Steve Copley
Head of content Matt Burt
Director of testing John McIlroy
Head of video, features Matt Prior
Digital editors Nigel Donnelly, Mark Tisshaw
Managing editor Allan Muir
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Office manager Charlene Harry

EDITORIAL CONTRIBUTORS

European editor Greg Kable
Used car editor James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editors Richard Bremner, Colin Goodwin
Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434
Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972
Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867 705
Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING

Classified +44 (0)20 8267 5574 Display +44 (0)20 8267 5817
Production +44 (0)20 8267 5219 Fax +44 (0)20 8267 5312
Sales director Julia Dear
Agency group head Richard Potton
Agency account manager Ashleigh Ferris
Agency sales executive Dan Hodgson
Semi-display executive Adrianna Haynes
Retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219
Production manager Anthony Davis
Production controller Gemma Thompson

MARKETING

Marketing manager Darren Pitt
Direct marketing manager Kadie Chantler
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MANAGEMENT

Group director Patrick Fuller
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Tel +44 (0)20 8267 5000

Editorial director Mark Payton
Creative director Paul Harpin
Strategy & planning director Bob McDowell
Managing director David Prasher
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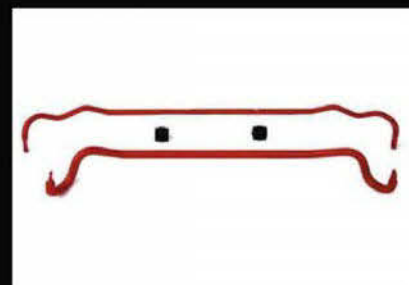
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